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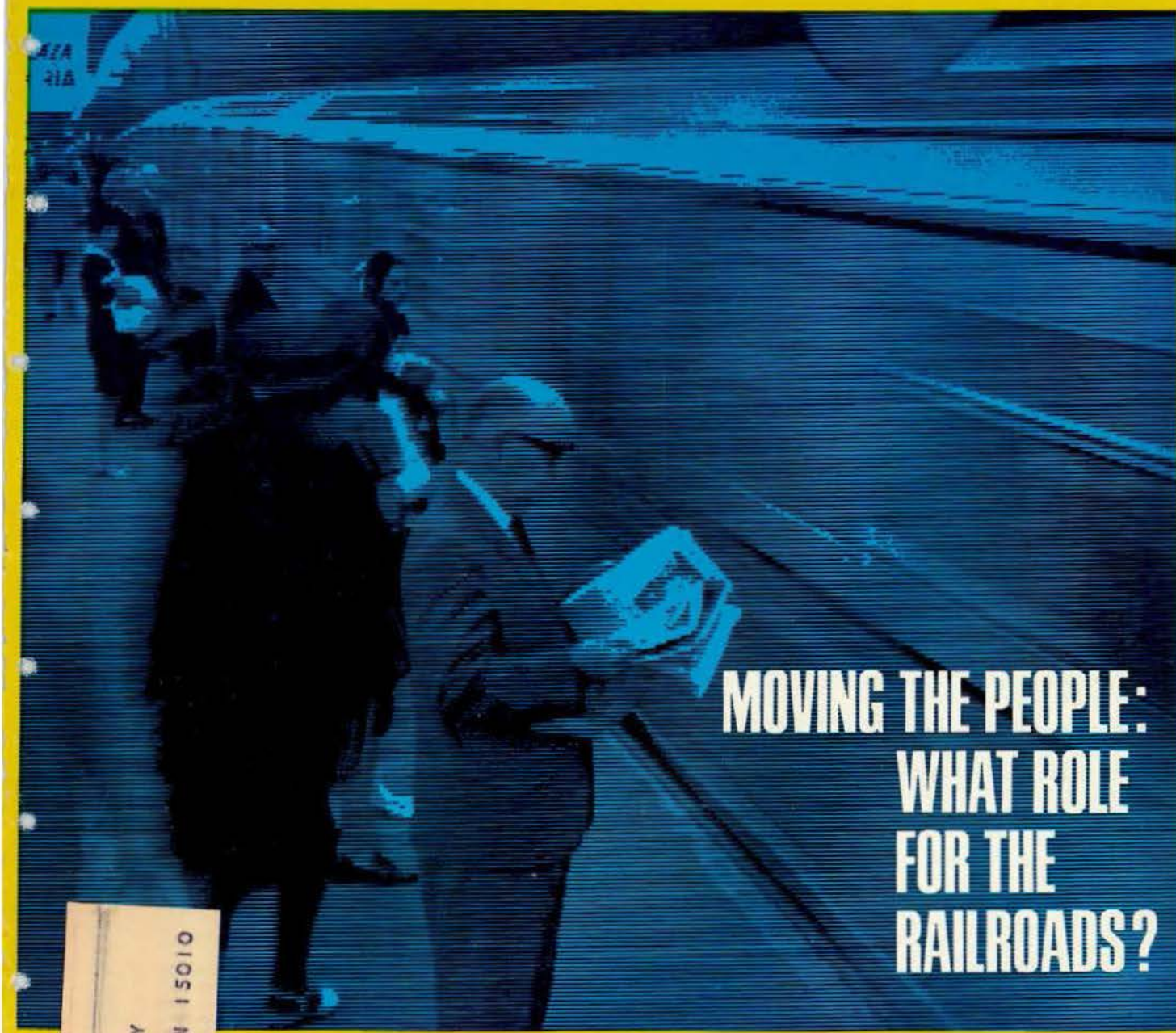
FREIGHT TRAFFIC: WHAT SHIPPERS WANT IN NEW FREIGHT CARS

September 29, 1969

RAILWAY AGE

THE TRANSPORTATION WEEKLY



MOVING THE PEOPLE: WHAT ROLE FOR THE RAILROADS?

TOMORROW'S RAILROADS

No. 9

IN A SERIES OF 12

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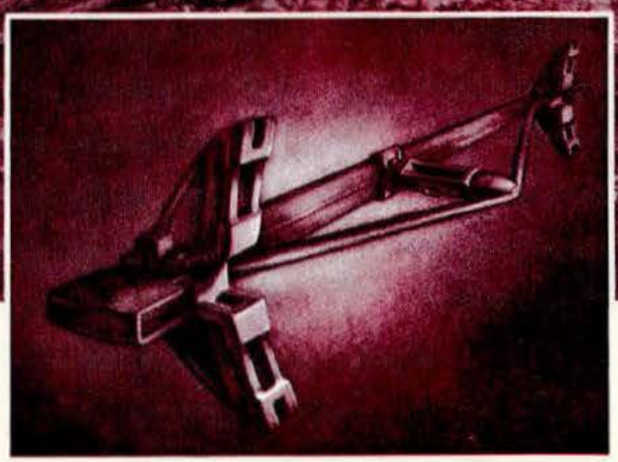

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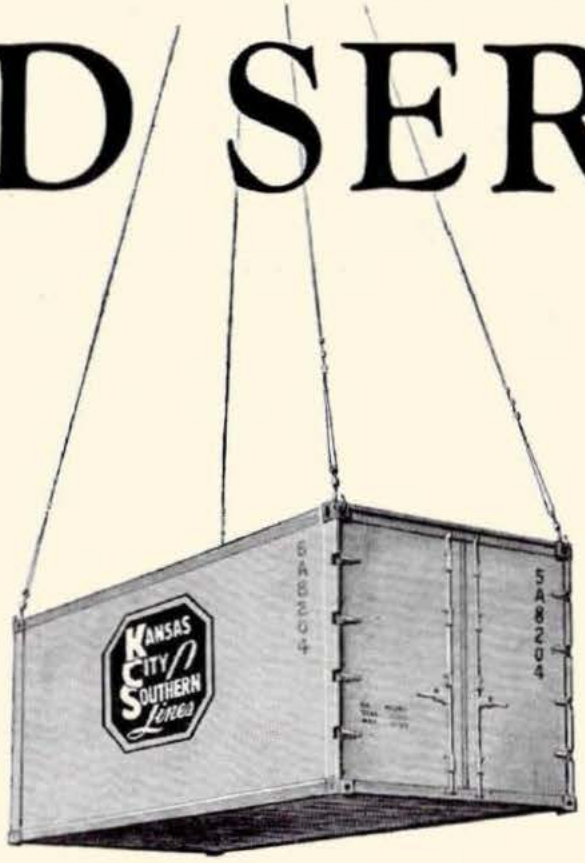

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Every day RCA Spectra 70 computers (linked to a locater system) collect, monitor, and transmit 200,000 messages (route verifications, shipment location queries, car tracing, etc.).

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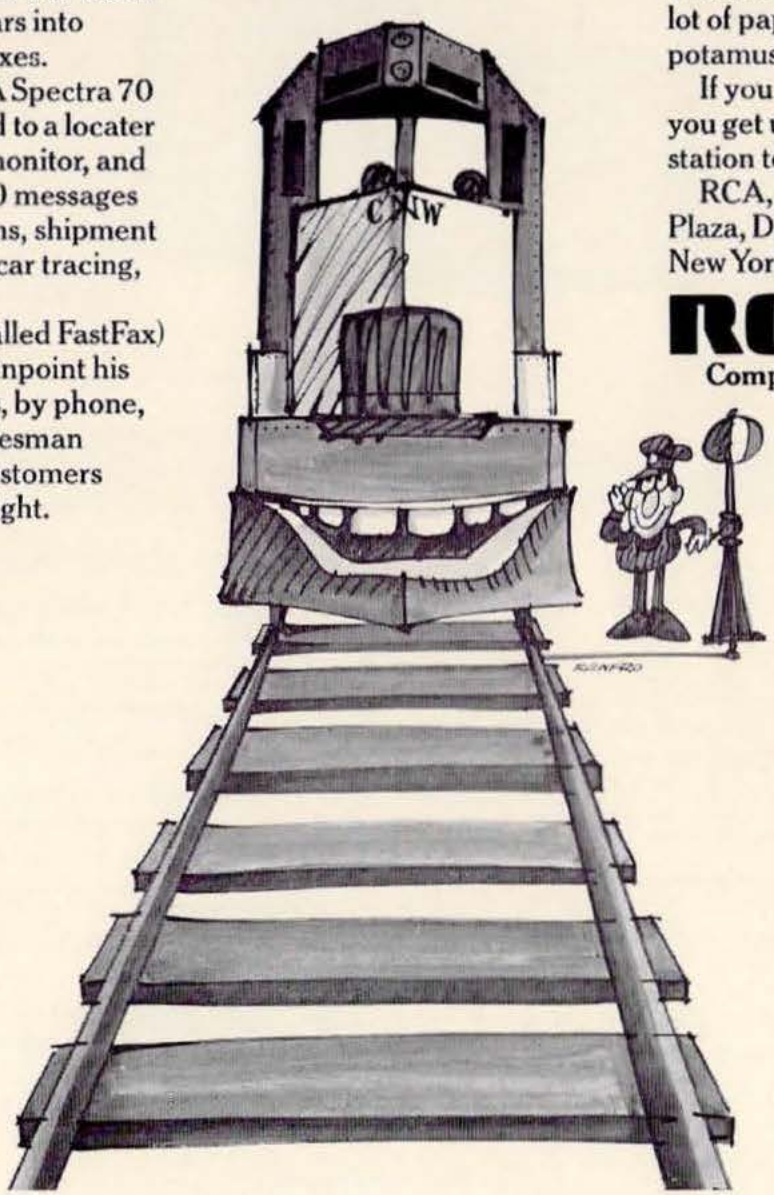
They tell the bookkeeper who owes what, to whom, and the terminal expediter what goes where. They even help the C&NW make plans for the future.



Just in case you think we've got a one-track mind, you ought to know that a Spectra 70 is teaching kids in New York, Ohio and Michigan. (A Tutor Computer.)

Another is working with the police in Cincinnati (As an Electronic Stool Pigeon).

And there's another on Wall Street that's eating up a lot of paperwork. (The Paperpotamus.)

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RAILWAY AGE September 29, 1969 • Vol. 167, No. 12

THIS WEEK

TOMORROW'S RAILROADS

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TRANSIT: In an article prepared exclusively for Railway Age, Urban Mass Transportation Administration chief Carlos Villarreal describes what UMTA is doing to meet the needs of today's 18 million daily transit riders—and tomorrow's even greater demands. Also: The D.C. Metro breaks the money barrier.

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This is the first training simulator built by an American railroad. To give it mobility, the simulator has been constructed in a streamlined passenger car for movement to key points for training enginemen throughout the 13,000 miles of the Santa Fe.

Santa Fe trains its enginemen with a Space Age simulator.

No longer is that friendly whistle down the line old Engine No. 49. Nor is old Casey Jones at the throttle. Now Santa Fe enginemen are being trained like astronauts in a new Space Age simulator.

A new "Locomotive and Train Simulator," developed by Santa Fe's research staff and the Singer Company, Link Division, will soon train prospective enginemen and upgrade the skills of our experienced men. This simulator incorporates many of the same training principles and basic subsystems used to prepare the Apollo 11 astronauts for their successful moon mission.

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A digital computer installed in the simulator car reproduces combinations of operating conditions. For example, an engineman can now be tested on a simulated heavy train, on grades normally experienced, before ever having the actual responsibility of making such a run.

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SHORT AND SIGNIFICANT

Rail-highway corridor studied for Alaska

The Department of Transportation has allocated $3 million for an engineering feasibility survey of a proposed 660-mile rail-highway transportation corridor to serve North and Northwestern Alaska (RA, Aug. 18, p. 32). Such a corridor, in the view of DOT Secretary John A. Volpe, could be a key to the "development and utilization of Alaska's abundant resources of oil, copper, uranium and other critical metals." The survey, funded jointly by the Federal Highway Administration and the Federal Railroad Administration, will take about two years to complete. The proposal involves a 510-mile rail-highway route from Dunbar, near Fairbanks, to the Gubic area on the North Slope; and a 150-mile spur leading westward from this main route at the Arctic Circle to the Bornite and Kobuk copper bearing areas.

Transit District asks approval of IC-car bids

The Chicago South Suburban Mass Transit District has submitted a resolution to the Urban Mass Transportation Administration recommending approval of St. Louis Car's low bids for construction of new Illinois Central double-deck suburban cars. CSSMTD, which will own the cars and lease them to the IC, voted earlier to accept the St. Louis bids of $307,564 per car for the basic package of 120 cars, and $296,564 per car for one to ten additional cars.

With just $38 million available, CSSMTD is coming up about seven cars short of its objective of having a 130-car fleet. District officials indicated that they will seek additional federal funds over and above the $25.4 million already approved. This will be done by submitting a request for a new grant, or by adding an amendment to the existing one.

Senate hearings on hours-cut due this week

The Senate surface transportation subcommittee holds hearings Sept. 30 and Oct. 1 on a rail-opposed bill to limit employees' maximum working days to 12 instead of 16 hours. At similar hearings before the House Interstate and Foreign Commerce Committee (RA, July 14, p. 12), Thomas M. Goodfellow, AAR president, testified that the rail industry could not bear the burden of the increased costs.

Mansfield eyes repayment for passenger service

Senate Majority Leader Mike Mansfield (D.-Mont.) made an unexpected, last minute appearance at the Senate hearings on passenger trains last week and pledged his cooperation in passing legislation to give ICC jurisdiction over passenger train standards. Mansfield said he was relaying the concern of western congressmen that rural America is being deprived of needed rail service. He said Congress must consider all possibilities—including reimbursement of the railroads.

Supreme Court schedules BN merger case

Some time during the week of Oct. 20, parties in the Burlington Northern merger case will get their day in court—at the Supreme Court. Four hours of argument have been scheduled for that week on the Court calendar, but it's not certain exactly when the case will be brought up. A court spokesman says Oct. 21 or 22 are likely days.

Hopper/box car developed in Canada

A multi-purpose car designed for greater utility has just been completed for test service on the Canadian National. National Steel Car of Hamilton, Ont., and the Canadian government cooperated in developing the rectangular-body covered hopper car which has plug-type side doors. A grating floor, capable of sustaining lift trucks, is installed over the hoppers. When handling bulk commodities, the car is filled through its trough hatch and dumped through standard discharge gates. The other features make it possible to handle box-car type ladings on the back haul.

MONDAY MORNING REPORT

GIVE US PASSENGER POWER, ICC SAYS

By a 7-2 vote (Brown, Tierney dissenting), ICC Commissioners decided their agency has no jurisdiction over the quality of intercity rail passenger service. In the same decision, however, the Commissioners said they should have such power, they asked Congress to give it to them, and they described exactly the power they want.

COMMISSION WOULD SET "REASONABLE" STANDARDS

Congress is not getting a request to let ICC set radically new standards. Rather, Commissioners say, "What we have in mind are requirements for the restoration of reasonable standards of service, equipment and facilities, giving due regard to the carrier's resources and the willingness of the public to provide its support and patronage." "Reasonable" standards include: clean, sanitary trains and stations; seating comfort, with temperature that meets weather conditions; adequate, efficient facilities for giving information on schedules and reservations; dependable speed and schedule observance, with passenger trains getting priority over freight trains; adequate eating and sleeping facilities, depending on route characteristics; and provision of extra equipment at peak travel times.

THE QUESTION REMAINS: WHO IS GOING TO PAY?

Significantly, what Capitol Hill is hearing is something more than a mere outline of rail neglect of passenger service. "The problems of that service may be merely symptomatic of more deep-seated infirmities which must be remedied if the railroads are to be girded for the future," the ICC said. The limits of the jurisdiction request must be recognized against the larger problem of determining an adequate national policy for intercity rail service. Beyond giving ICC some power, Congress must face the question of just how much rail service is needed and who will pay for it, as the Commission sees it. This is an echo of the conclusion reached in the ICC report on passenger costs (RA, Aug. 4, p. 22).

"THERE ARE LIMITS . . ."

The reason ICC doesn't have quality-jurisdiction, the Commission said, is that States still have such regulatory power. Congress has always recognized States' authority in passenger matters, and "for the most part, it has left intact the system of passenger train regulation by the States." Until Congress changes that, States must pursue their common objective in other ways than by pressuring ICC for action against carriers. "There are limits to the burdens which we may impose upon carriers in their performance of public service at a deficit," Commissioners say.

C&EI offers as many piggyback plans as railroads twenty times its size.

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The way we figure, if a railroad is going to offer piggyback service at all... big or small, it should provide the complete package. Right?

That's why C&EI offers a full range of piggyback plans, including 1, 2, 2½, 3, 4 and 5. Six ways that include every standard variation to handle your shipments quickly and efficiently. One of them is for you.

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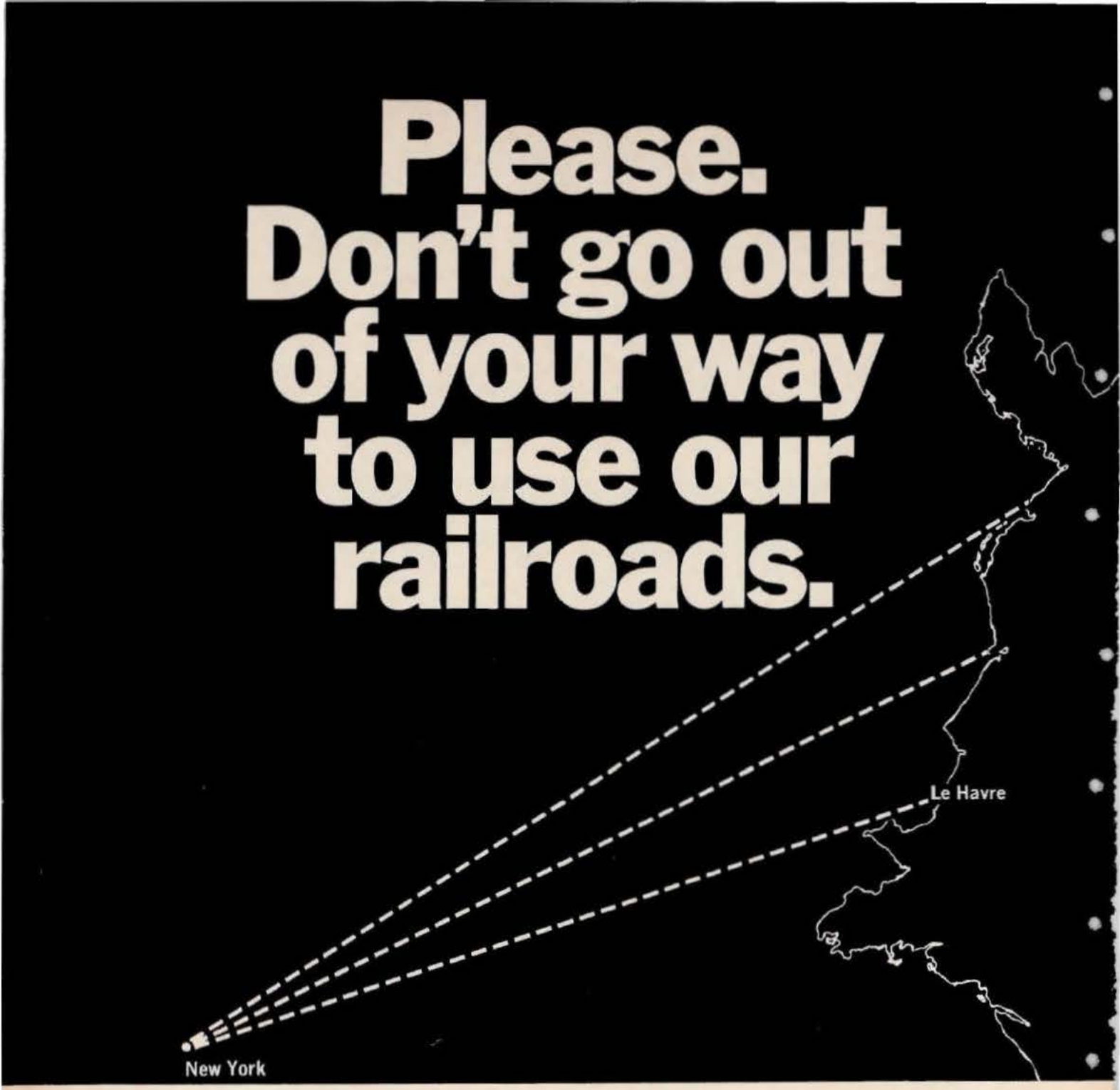

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RAILWAY AGE
THE TRANSPORTATION WEEKLY
SEPTEMBER 29, 1969

WEEK AT A GLANCE

Senate committee would keep tax credit for rails

Railroad chances of retaining the 7% investment tax credit brightened perceptibly last week. The Senate Finance Committee, which wants to handle repeal of the tax credit apart from the general question of tax reform, has agreed to keep the credit available to the railroad industry on a temporary basis. Under the Committee-approved plan, the credit would apply to all rolling stock—freight cars, passenger cars, and locomotives—on order or delivered before Jan. 1, 1971. After that, the credit would be phased out at a rate of one-tenth of 1% per month. Railroads pointed out to the committee that precipitate loss of the tax credit would severely limit the amounts of new rolling stock purchased during a period of national equipment shortages. It was also pointed out that an alternative plan approved by the House in the general tax reform bill—providing for seven-year depreciation of certain freight cars—would fall far short of filling the capital gap that would result from loss of the tax credit.

Diversification: Santa Fe's first move is a big one

Rumor always had it that when Santa Fe Industries made its first diversification, it would be a major one. Rumor was right. Santa Fe and Dresser Industries, itself a diversified company, are planning a consolidation through an exchange of SFI securities for all common and preferred stock of Dresser. Terms of the merger are now being worked out. A memorandum of intent provides that after merger, Santa Fe Railway and present Dresser operations and properties would be maintained as separate subsidiaries of Industries. SFI would be headed by E. S. Marsh as chairman.

Alfred E. Perlman

Penn Central picks Paul Gorman as Perlman successor

Paul A. Gorman

Paul A. Gorman, 61, retiring president of the Western Electric Co., will succeed Alfred E. Perlman as president of the Penn Central on Dec. 1. Perlman, 66, will become vice chairman of the board, reporting to Stuart T. Saunders, chairman, who commented:

"By virtue of his rich experience in practically every phase of management and as a top officer in one of the nation's largest corporations, Mr. Gorman will bring to Penn Central many new viewpoints and concepts, particularly in the areas of cost control, budgeting, computer technology, personnel and public relations. We are eager to introduce into Penn Central additional methods and techniques of modern industrial management and we are confident that Mr. Gorman will be most helpful to us in achieving these objectives."

Penn Central's announcement ended several days of speculation during which the names of several reigning railroad VIPs were mentioned. Saunders denied that the presidency was turned down by several railroad executives. "Some preliminary discussion was held with Mr. Louis W. Menk but the matter was dropped when we learned that he was under a seven-year contract to the Northern Pacific," said Saunders.

GUS WELTY

LINES ON LABOR

"FANTASTIC" is the only word for it. Four shopcraft unions say they'll strike six railroads which add up to 23% of the nation's railroad mileage, and account for 26% of the nation's rail-freight transportation. The unions indicate they are taking this unprecedented step—a selective strike in a national wage case—to avoid creating the kind of emergency which might prompt the creation of an emergency board.

THE FIRST QUESTION is a simple one: Gentlemen—just who is trying to kid whom? Let the names roll off your tongue: Santa Fe, Great Northern, Southern, Illinois Central, Chesapeake & Ohio/Baltimore & Ohio, Erie Lackawanna. Six roads. One-fourth of the industry. Six long-haul carriers who were considered so vital last year that freight shippers paid them $2.6 billion to move the nation's goods.

EMERGENCY? You'd better believe it. Section 10 of the Railway Labor Act, the emergency-board section, refers to disputes which "threaten substantially to interrupt interstate commerce to a degree such as to deprive any section of the country of essential transportation service." Go back over that list of railroads again. Think about where they go and what they do. A carrier spokesman calls the strike announcement a "first step in a flagrant attempt to frustrate the lawful processes of the Railway Labor Act [which] constitutes a threat to the entire nation." That seems to sum it up rather well.

THE SHOPCRAFTS may, in fact, fear a board—a Nixon-appointed board whose members might have the Administration's inflation-curbing goals clearly in mind. It could be, too, that the unions—or some among them—would like to throw the Railway Labor Act up for grabs in some kind of court fight. A lot of things "could be."

LAST TIME AROUND, two years ago, the shop unions hit the wrong switch and turned Congress on. Reluctantly, but with no other choice, Congress imposed arbitration after the organizations scorned an emergency board report and staged a brief, broad-based walkout. Organized labor held its breath—fearing that Congress would weary of rail labor and its disputes, fearing that Congress just might pass something more permanent than an ad hoc arbitration order. Now, it's 1969. And here are the shopcrafts again. Perhaps now they're the most militant of all rail unions. But maybe the rest of rail labor is again getting edgy. Maybe hero-badges for militancy aren't being passed out like gas-station game coins. Maybe labor, too, wonders where it all will lead.

UTU's new demands: Two 15% pay hikes, plus benefit gains

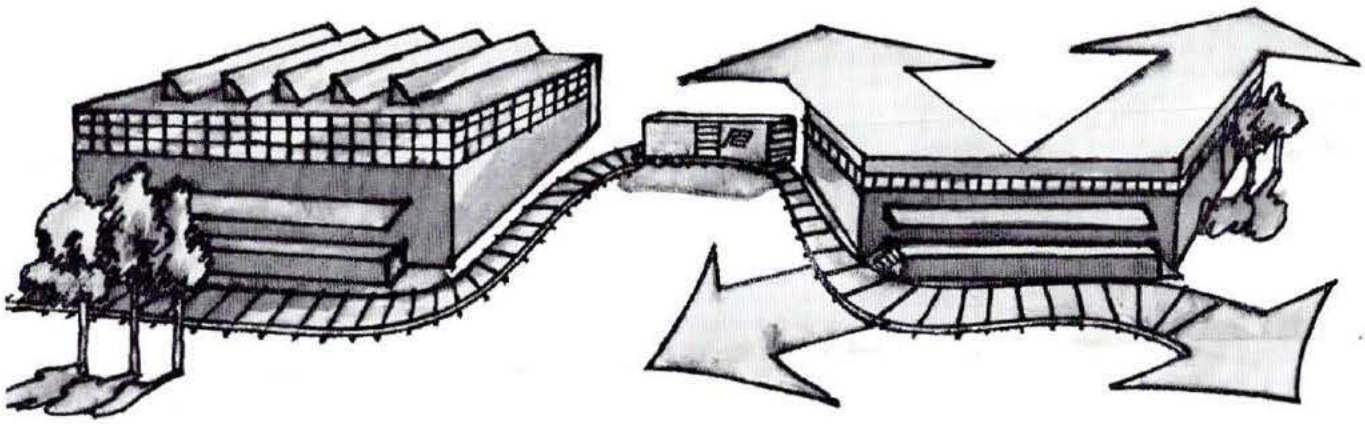
The United Transportation Union likes to set high goals. And last week UTU general chairmen—more than 300 strong—were aiming high, in agreeing on a 1969 wage/rules movement. UTU will demand a 15% wage increase effective next Jan. 1, and another 15% boost effective Jan. 1, 1971. The same percentage increase would be applied to arbitraries, special allowances, differentials. In addition, UTU will seek a series of improvements on the rules side—such things as a ninth paid holiday, improved sick-leave provisions, vacation improvements (two weeks after one year, up to a maximum of six weeks after 20 years) and increased car-scale additives. A cost of living escalator demand will also be included in the package. UTU's general chairmen were meeting in their first all-together session since UTU was formed earlier this year. In agreeing on a wage/rules notice, they succeeded in topping the only other new-movement demands now on the table—the 12% annual increases (over three years) asked by three non-operating unions headed by the Clerks and Maintenance of Way Employes.

Rail safety bill ready for Congress

Legislation that would give the Transportation Secretary broad regulatory power over railroad safety last week was undergoing its final major pre-introduction-to-Congress phase—an examination by the Budget Bureau. It was uncertain how long the Budget Bureau would keep the bill, although one report said DOT Secretary John A. Volpe expected it to reach Capitol Hill within two weeks.

The DOT bill would give the Secretary power to "promulgate reasonable and necessary rules . . . establishing safety standards in all areas of railroad safety." The main feature of the bill is a provision for the working out of rail-safety enforcement by the same cooperative effort that produced the report of the task force (which had representatives from railroad management and labor as well as from state and federal government representatives). The Secretary would rely heavily on a three-way advisory committee as a sounding board.

How can Penn Central offer faster manufacturer-to-warehouse distribution?



The appliance industry is finding out.

With our new warehousing concept, manufacturers have strategically placed distribution centers that reduce inventory, and speed the delivery of merchandise.

Manufacturers will be able to provide distributors and dealers with improved service and quick availability of a wide variety of products.

And there's more to our total distribution program. It also includes 60-foot high-cube cars. Lower-per-unit rates. And a streamlined rail service to improve product turnover.

Penn Central's new, more efficient distribution program for the appliance industry is just one example of the way our marketing specialists are responding to the nation's distribution challenges.

Our approach involves evaluation of the product, the industry, and the market place.

Through creative systems analysis, we formulate the best solutions for your problems of distribution. And the careful research we've directed to appliances can be applied to any industry.

That means we're ready to accept your challenge.

PENN CENTRAL

Circle 8 on coupon page 56

Illustrated above in blue: Pullman-Standard Foam Insulated Car; purple: PS 86′ Hy-Cube; orange: PS 60′ Auto Parts Car; green: PS Mini-Hycube; yellow: PS Waffle-Side Box Car.

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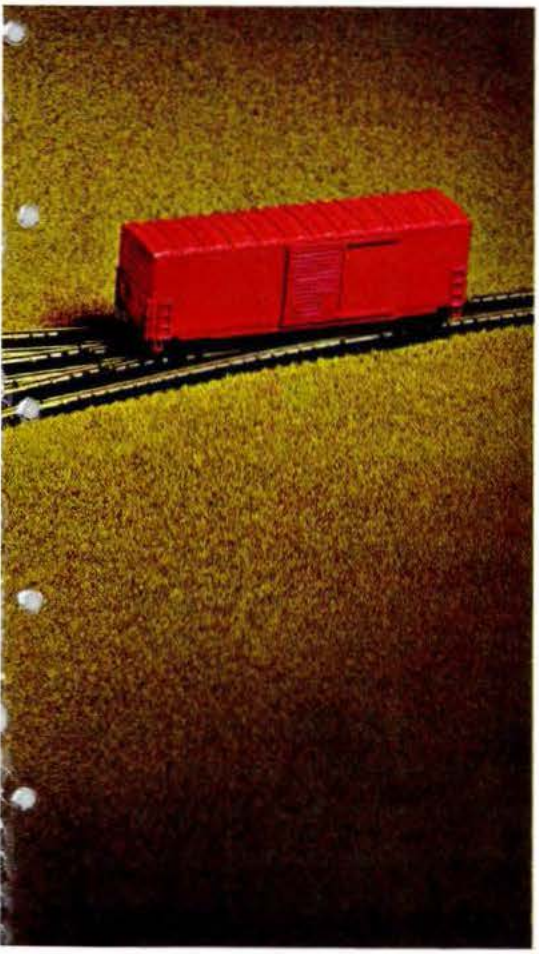

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NO. 9

MOVING PEOPLE: WHAT ARE THE SOLUTIONS?

Continuing a 12-part exploration of what can and must be done to create the 21st century railroad . . . the 21st century transportation system

BY GUS WELTY

● **If you like emotion**—real pathos, bathos, high drama and all that—you can turn-on with daytime television. Or, you can start a discussion of rail passenger service with practically anybody. Practically anybody, these days, is an expert—and with such emotional expertise.

● **Endless arguments** can be generated, when rail passenger service is the topic. But the right questions are seldom raised, while the wrong ones almost always are.

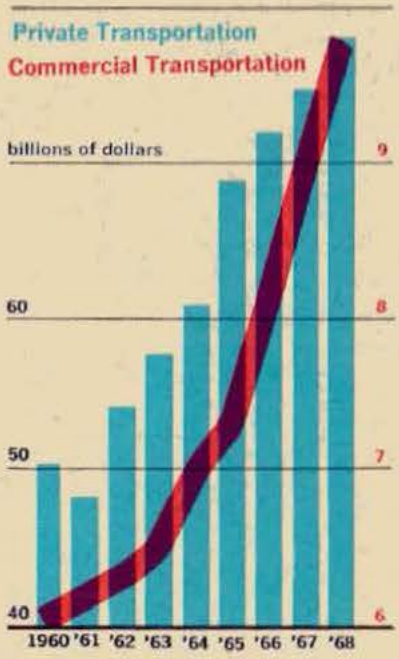
For instance, there is the chicken/egg argument: Have passengers fled the railroads voluntarily, or have railroads shooed them away? Governments start wars with much less emotion than passenger-train friends and foes display in debating this one. Yet, hard fact indicates that an answer is meaningless. It doesn't really matter.

● **What does matter** is what happens tomorrow. If you look only at today, you have to have a powerful faith, to think that railroads will have *any* place in the people-moving business. But when you do look to the future, you inevitably see population-mobility demands of a size that only a railroad—or something like it—can handle.

● **Tomorrow's railroad** could have three passenger markets. Two are obvious. One is chancy.

● **Urbanization** – more and more people clustering closer and closer together—produces two markets. One is urban/suburban. The other is interurban. Both markets are growing. Both require the kind of time/space ef-

The costs of people-moving are climbing



Source: TAA—
Nation's estimated passenger bill

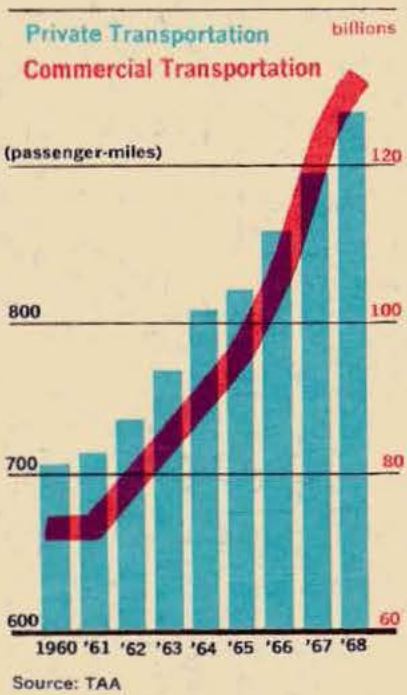
ficiency inherent in railroading—or something like it. And that phrase "something like it" includes such technological developments as the tracked air-cushion vehicle, which (1) are not so far off as they might seem, and (2) could be readily adapted to a railroad environment. This is short-haul business—taking commuters between home and work, shuttling travelers back and forth in population corridors. But without this kind of service, tomorrow's United States will not function. And a railroad—or something like it—can provide this service best. So, it will be provided.

● **The third market** for a railroad in the people-moving area is the iffy one: It's the long-haul market which has fallen so flat since World War II. Today's railroads don't belong in this market. If entry/exit decisions were made on cold and rational bases, today's railroads would not *be* in this market. But tomorrow's railroads? That could be another story. Possibilities may exist—in subsidy, in a new generation's demand for transport quality, in use of standardized and pooled equipment, in vacation or educational charters, in a concept such as auto-train, or in other areas as yet unexplored to any extent. A mobile population that deserted the railroads could ask for another chance.

● **In all of these markets,** today's railroads (and rail-based transit systems) have rough-going. In the short-haul commute/corridor business, there are inequities. Nobody has determined the social costs involved. Nobody has determined how much support should be provided by the user, by the business and industry that benefit and by the local or regional or federal government. These determinations will be made—hopefully, soon. A trust-fund approach to commute/corridor service will be taken

–hopefully, soon. Yesterday, perhaps, there was time to take the deliberate approach–time to wait and see and wait and see and wait. There's not much time today, and there will be less tomorrow.

And private carriage dominates the intercity market



Source: TAA

● **The long-haul business** is something else. The market, for commercial ground-transportation systems, is not so clearly defined. For intercity travel, the airlines have the businessman and the private automobile has the vacationer. But here, too, there could be possibilities. Intercity travelers are going to rebel. They may well demand something more than either the airlines or the automobile can provide–in terms of cost, effective speed, safety, wear-and-tear on the individual user. Government may well take a stern look at environmental-damage factors–noise, air pollution, the community disruption which can be involved in locating new highways and new air terminals.

● **Until such time** as new sets of priorities are established, however, it's impossible to be optimistic about the railroad's future in any long-haul intercity passenger market.

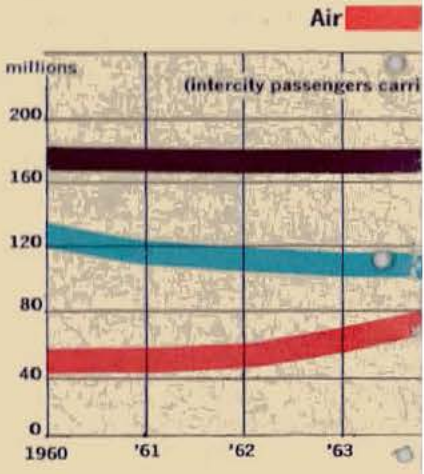
Today, there are a few trains which qualify as "excellent," even by yesteryear's standards. There are a number on which service is only fair. There are some which would have to be upgraded in order to qualify as barely-adequate. In virtually every situation, equipment is a major problem: Even the excellent trains are operating with aging equipment, and the investment capital for fleet-replacement is just not there.

● **Critics of rail passenger** service have an ammunition supply that never seems to run out. Many of their shots

miss the mark—but some do hit home, within the target area if not on the bullseye.

There is, for example, the familiar charge of odd bookkeeping in connection with reporting on passenger profit-and-loss. But here the system would seem to be more at fault than those who have to use it. When figures are linked to such phrases as "ICC formula" or "fully-allocated" or "out-of-pocket" or "avoidable cost" or "solely-related cost," the results can be baffling (if not suspicion-provoking).

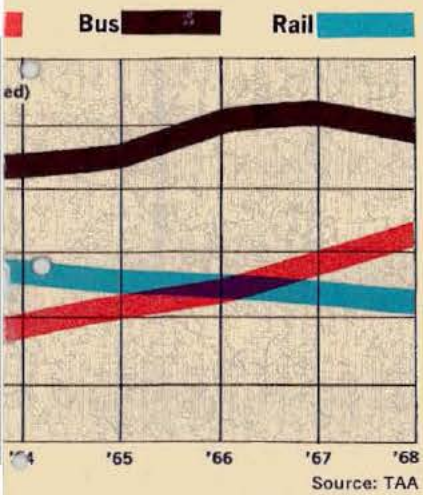
Among commercial carriers:



● **Also ranking high** is the charge that railroads have been unimaginative, that they have not tried hard enough. This indictment can take two forms: (1) Railroads could make passenger service profitable, with the proper amount of effort, or (2) railroads failed to see a bad situation developing in time to do something about it.

● **The first part** of this particular criticism just won't die—despite mounting evidence, in the United States and especially in Canada, that passenger service in the traditional sense is a losing proposition. Railroads have tinkered with the fare structure—lower fares, higher fares, a wide variety of special fares. Railroads have adjusted schedules. In the years after World War II, many of them boldly re-equipped. In the face of rising labor costs, railroads have tried to win crew-consist and/or work-rules changes from the labor organizations. Some roads have increased advertising and promotion budgets. None of these efforts produced lasting results. In Canada during the 1960's the industry has seen perhaps the greatest single effort ever produced by a railroad to make passenger service a going thing. Even this magnificent effort has not succeeded.

Growth, stability, shrinkage



Source: TAA

● **So, the charge** that railroads have not tried does not hold up. And there is only a bit more validity to the theory that the industry reacted too slowly to a worsening situation.

● **In a way, passenger service** reached a turning point in 1958 with passage of a new Transportation Act. Armed with a new capability to prune away the worst of their losing services, railroads maintained a hope that a core of quality service could be continued. The record of the '60s indicates that this was, in large part, a vain hope. With the hindsight that the vantage point of today provides, perhaps it could be argued that the industry long ago should have applied for subsidy for those services regarded as essential. Perhaps it could be argued that railroads should have talked less bravely about passenger service as a "showcase" and as a public-relations tool.

● **Perhaps, ironically,** it could be argued that railroads tried *too* hard to make it on their own—and that they are now paying the price for over-exertion at the same time they're being accused of under-exertion.

● **But, the past** is prologue, as the saying goes. The question is: Prologue to what?

● **A top government official** in transportation looks ahead, and he sees this: "Dealing with prosperity is actually the greatest problem in this country today. Rising incomes permit our people to consume steadily more land, air and water. They pollute their surroundings and they clog the highways and airways. Yet the kinds and amounts of environmental activity will soon increase far

beyond present levels. If the trend of the past 20 years continues, average family incomes will exceed $24,000 per year by the turn of the century. These affluent consumers will surely be making extraordinary demands upon the dwindling resources of a finite world. This nation is headed for an era of total consumption and total mobility, and I'm not sure we're ready for it. We had better start now to face its implications."

For railroads, a steady drop in intercity service...

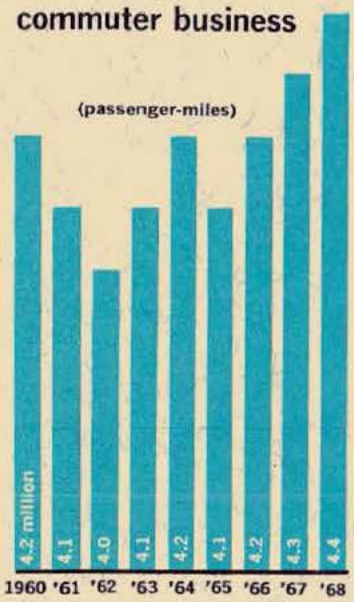
Source: AAR

- **Total mobility:** The phrase alone is enough to strike terror in the hearts of those responsible for planning tomorrow's people-moving systems. Clearly, the answers that sufficed yesterday won't work tomorrow. The nation can be justly proud of its super-highways and its super-jetports–but they alone will never be able to provide "total mobility."

- **As rational men** examine solutions to tomorrow's problems of mobility, several things will happen: (1) The inefficient will necessarily give way to the efficient in the urban environment, and this will produce a far greater reliance on true *mass* transportation systems; (2) with increased urbanization and the growth of new urban corridors, planners will force the development of land-based corridor *mass* transportation systems complementary to the individual urban systems; and (3) with the growth of intermodal concepts, there will be new markets opening up for land-based, long-haul passenger-carrying systems.

- **There are alternatives** to all of these developments. But they seem less-than-reasonable.

. . . and a slight increase in commuter business



Source: AAR

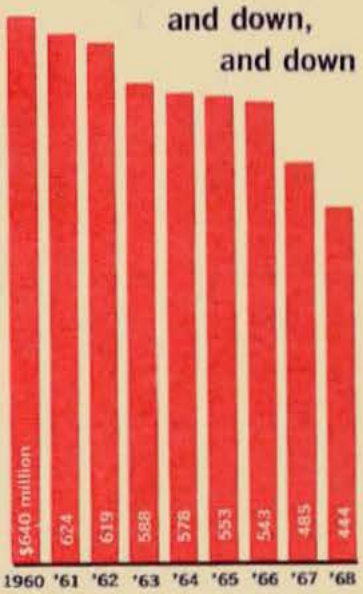
● **Cities could continue** to spread concrete and encourage the use of the private automobile. In so doing, they would be sowing the seeds of their own destruction. The costs would be enormous. The environmental factors created would be deadly.

● **For corridor travel,** some say the airplane will be the answer—the kind of airplane that requires little ground space for take-off and landing, the kind of craft that can make low-altitude hops between population and business centers. But this service hardly shapes up as *mass* transportation, of the magnitude that will be required.

● **For long-haul service,** it has been assumed that aircraft and private automobiles will have a lock on the business. Certainly, the record of today's rail passenger service does nothing to challenge that assumption. But there's reason to wonder: Just how much can air and auto operations reasonably be expanded? Government has already had to impose flight-rationing at the busiest air terminals. Yet government is forecasting a 300% increase in air-travel demand by the end of the 1970s. What kind of congestion, in the air and on the ground, will come along with this travel increase? How can it be handled—or *can* it be handled?

● **Congestion** is also the name of the game on the highways. There are twice as many cars on the road today as there were 20 years ago. By the end of the century, the automobile-population will be double what it is now. How can this traffic-growth be handled—or *can* it be handled? Will an increasingly-affluent and leisure-oriented society

Passenger revenues: The trend is down, and down, and down



Source: AAR

put up with the congestion that seems inevitable? Or will society demand the development of systems which will make more satisfactory and more satisfying use of the vital resources, time and space?

- **Something strange** and unusual may be happening in technology today—something which points to a revitalization of ground-transport systems.

The end of World War II marked the beginning of one era. Technology and the money to develop and use it were concentrated on skyways and highways. There was little money available and, therefore, little new technology produced for land-based people-moving systems.

- **Now, hopefully, the nation** is coming into a new era—or at least a new phase of the old one. More money is trickling into research on land-based transportation. The trickle may soon become a respectable stream. Most important, R&D efforts are being aimed not just at creating all-new forms of transport but also at making fuller use of available transport resources. Researchers are looking not just at far-out ideas such as the tube-train but also at closer-in ideas such as the so-called coaxial train which may offer ways to improve transport capability at less-than-awesome cost.

- **Today's conventional** passenger train is probably on its way to oblivion, and it will be mourned. But once nostalgia and ideas of the past can be laid aside, rail-based systems must be considered for the future. They have a role—and it can be, perhaps must be, a major one.

Coming Oct. 20
Part 10:

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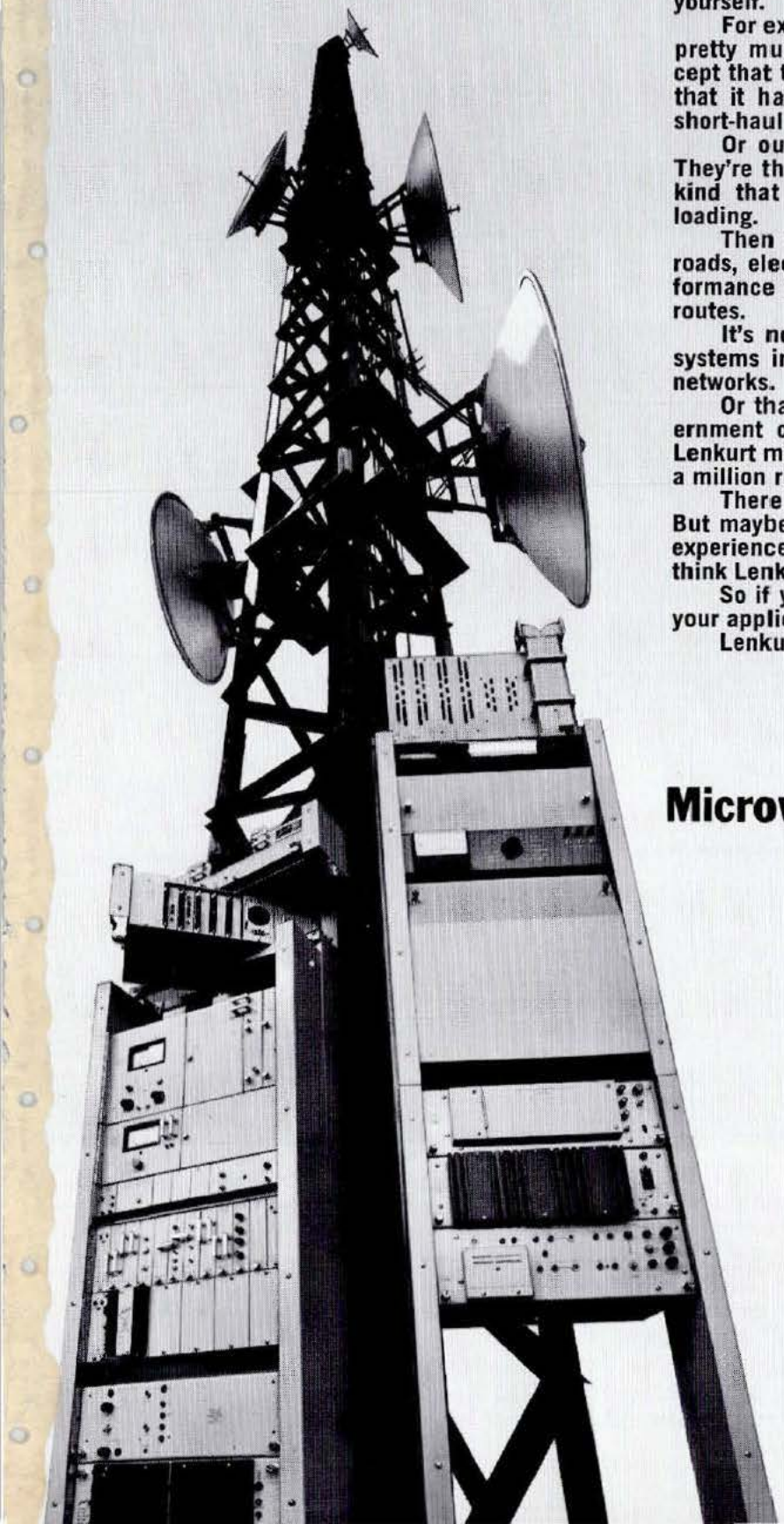

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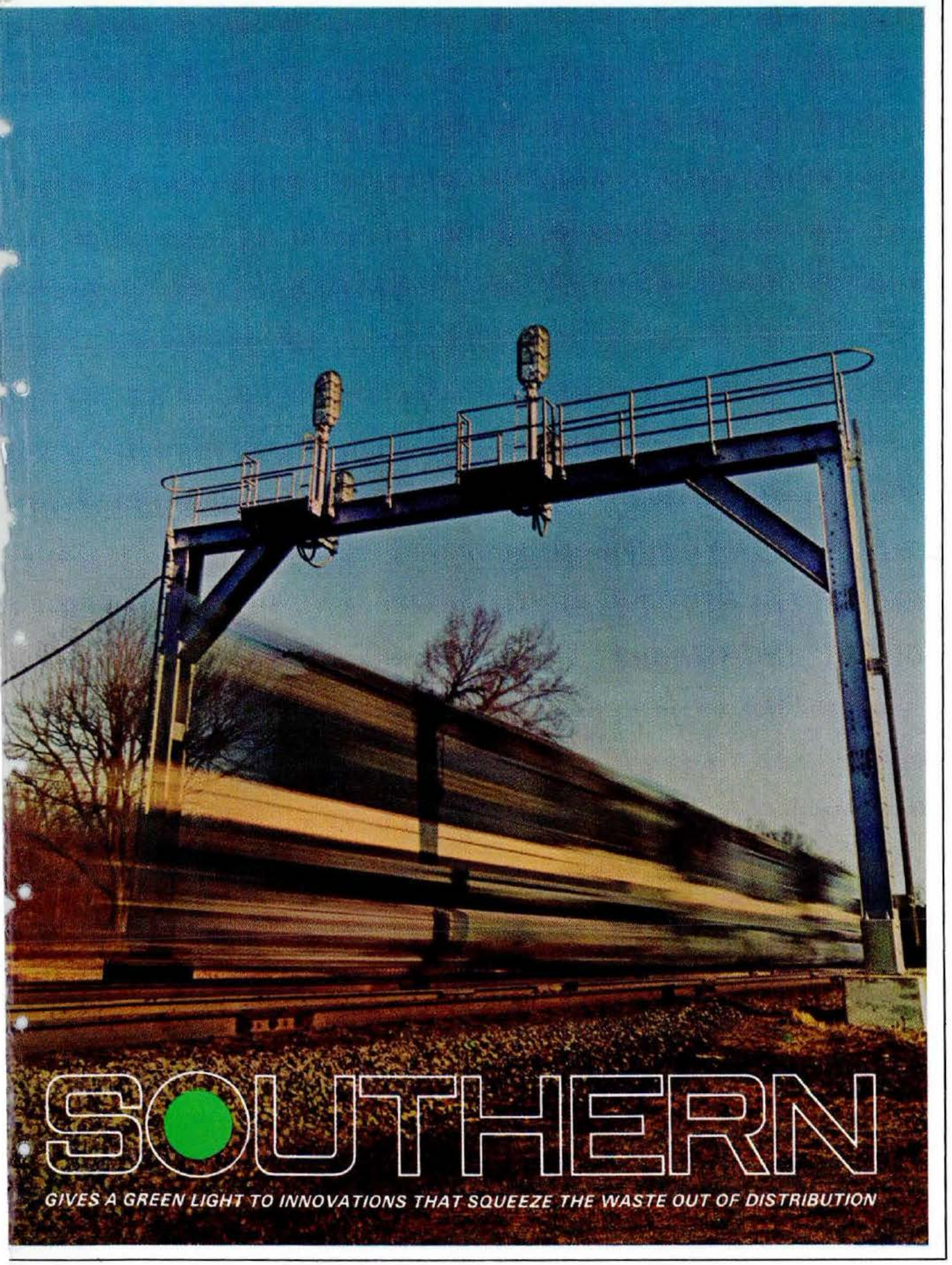
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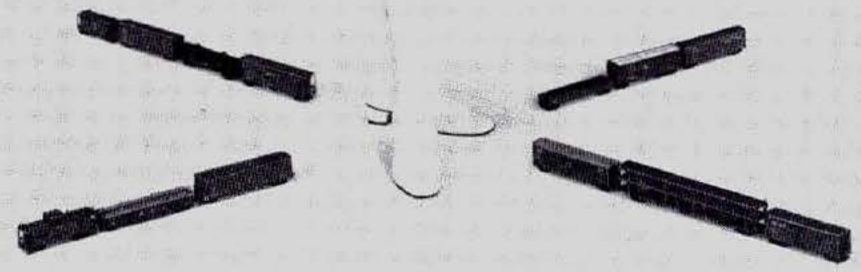

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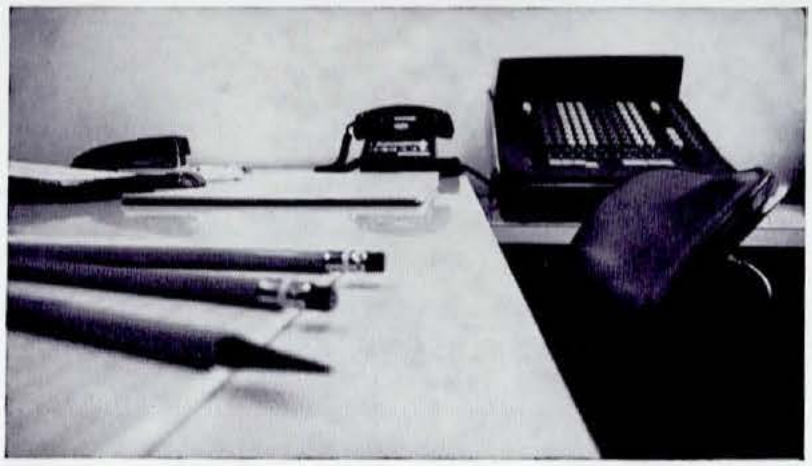

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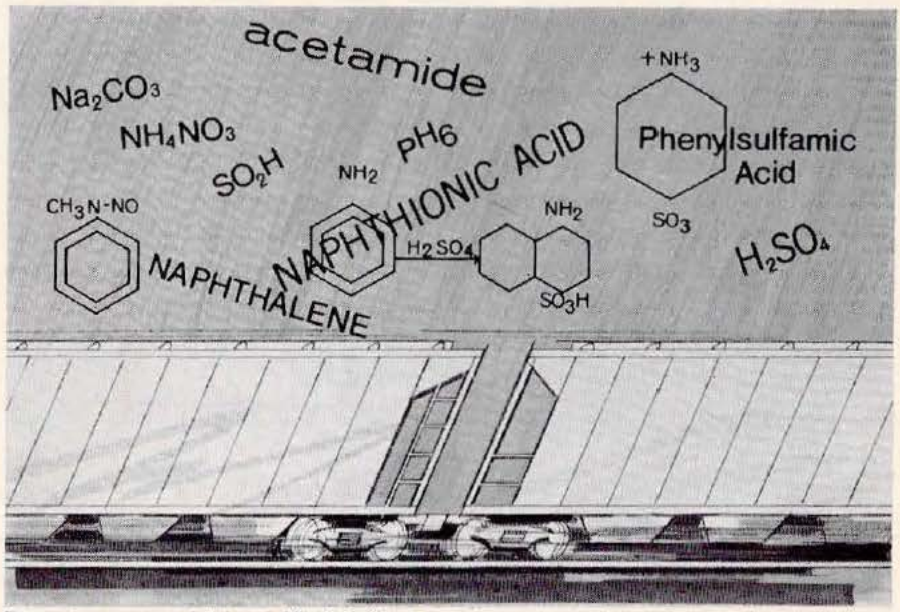

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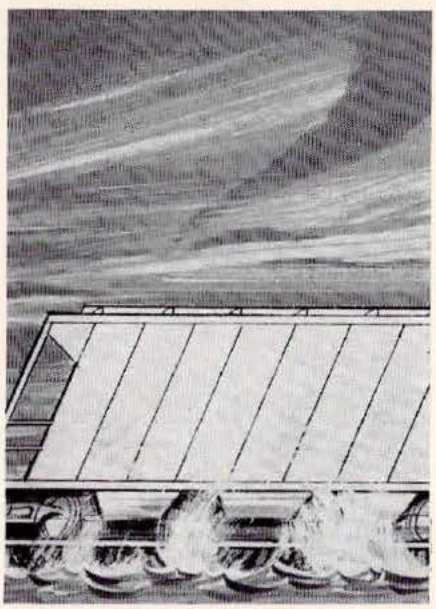
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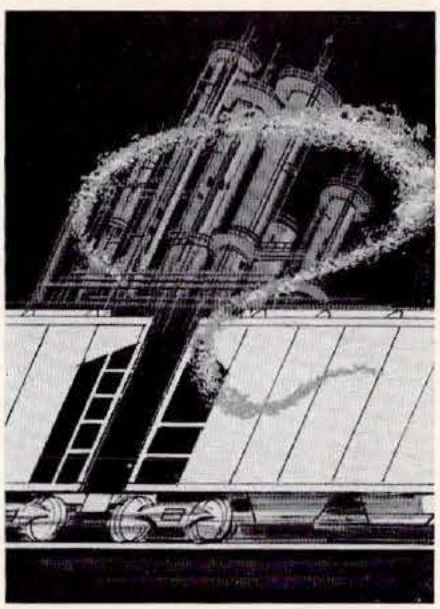
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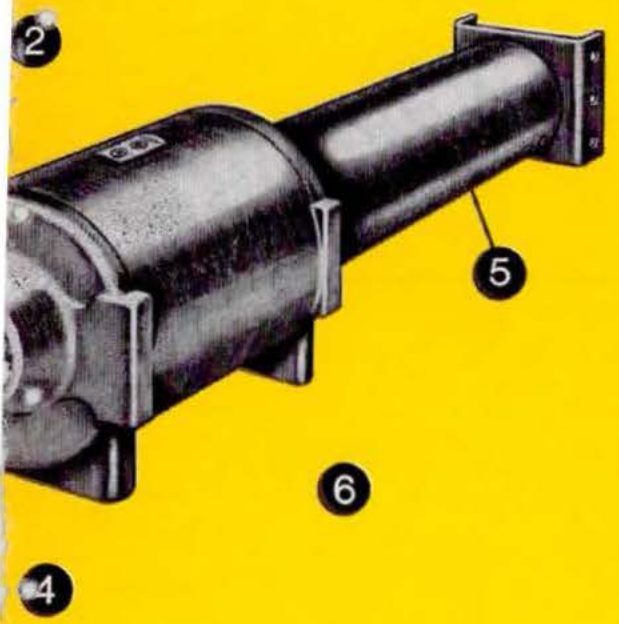

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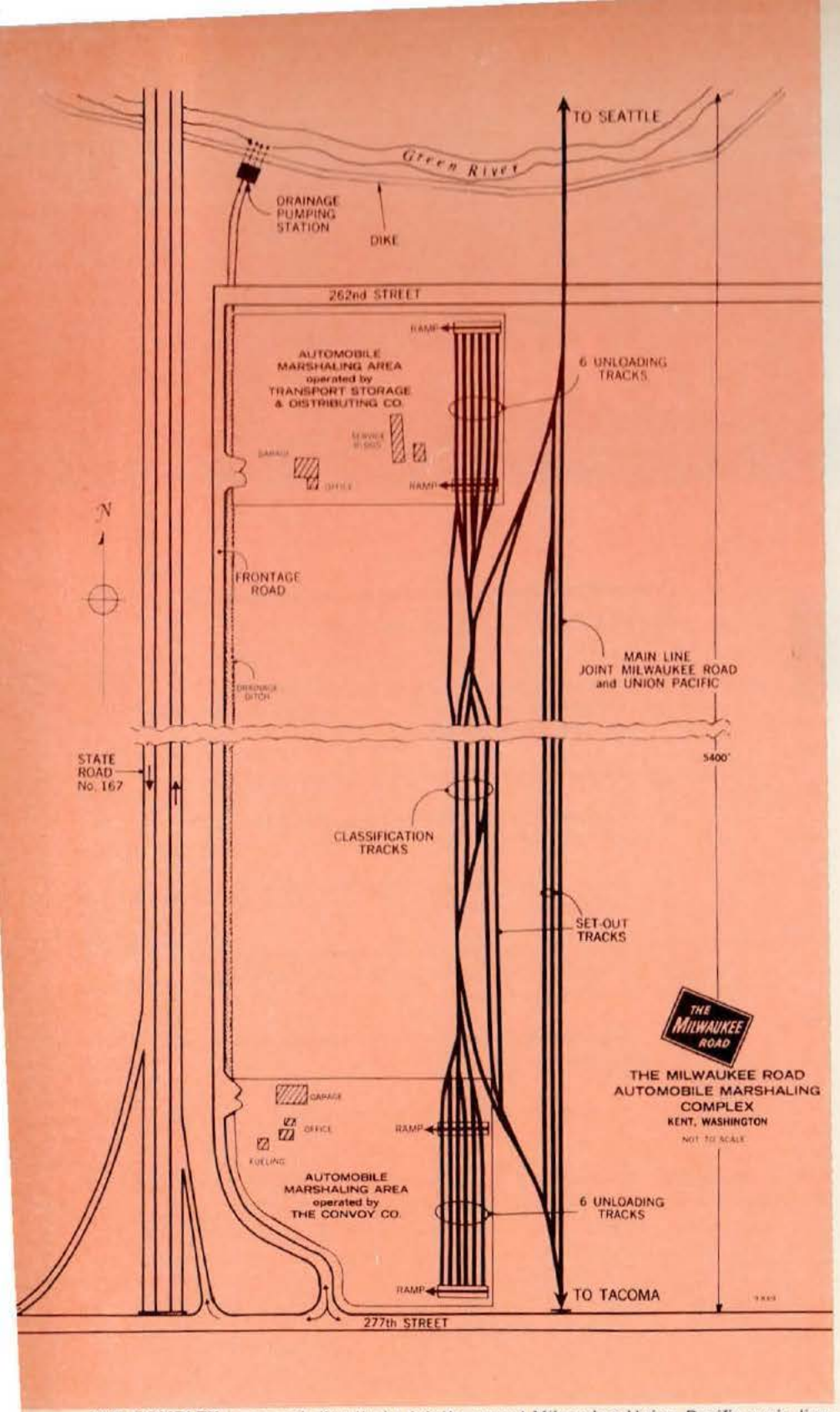
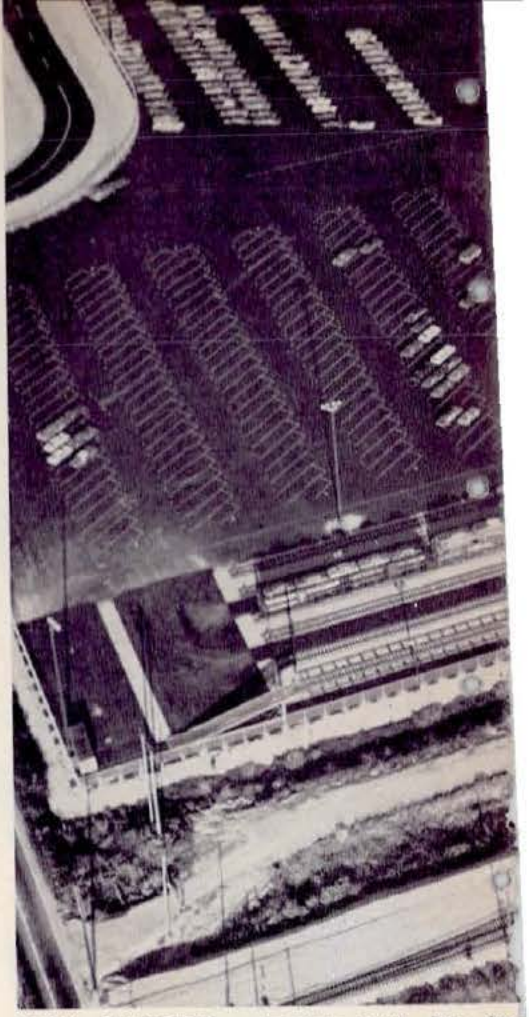


THE COMPLEX is served directly by jointly owned Milwaukee-Union Pacific main line.



EACH SIX-TRACK unloading yard has two

The yard

RACK-CAR RAMPS are 55 feet long—a damage

mps. Four of the tracks can be worked simultaneously.

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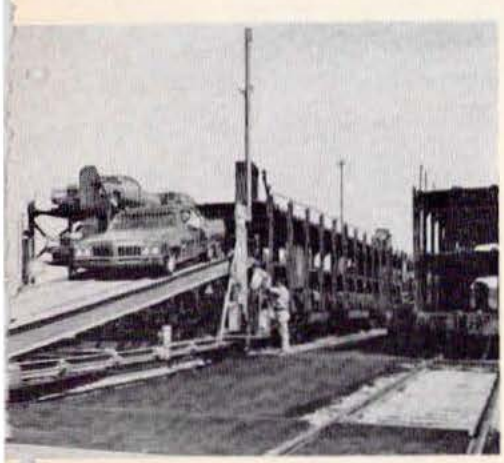
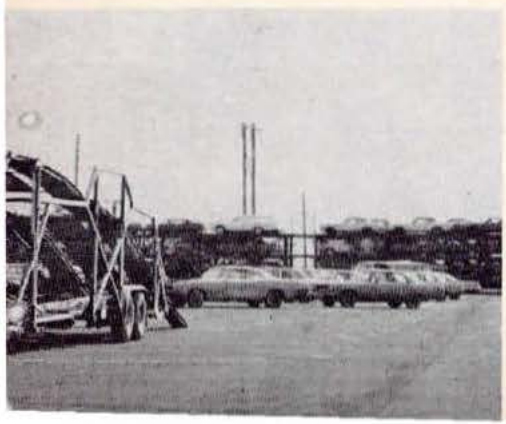


reventing concession to low-slung autos.



New rail/truck marshaling complex is the largest of its kind in the Pacific Northwest.

More than 75,000 new automobiles and trucks will be moving each year through a new rail/truck marshaling complex at Kent, Wash., midway between Seattle and Tacoma. And each one of those cars and trucks ought to sport a "Teamwork" bumper sticker, in recognition of the joint effort involved in putting the service package together.

Milwaukee Road built the facility, largest of its kind in the Pacific Northwest. It is to be used by two motor-vehicle distribution companies, handling cars and trucks produced by General Motors, Chrysler, International Harvester and Kaiser-Jeep. And on Oct. 1, a special Milwaukee Road train will carry 150 VIPs—led by President C. E. Crippen, Gov. Dan Evans of Washington, and top-level representatives of the automobile manufacturers—from Seattle to Kent for the formal dedication of what is already an operating installation.

● **First, a tip.** It all started with Milwaukee's Traffic Department—and a tip from Detroit, through Manager-Automotive Sales John M. Fortman, that the major auto companies were facing expansion problems at two marshaling areas then being operated in and near Seattle. That news brought action from the Real Estate and Industrial Department—which prepared a brochure on a number of possible sites in Washington's Green River valley. Preliminary talks were held with the auto manufacturers and the haulaway companies. One site looked best and, as it turned out, Milwaukee was running in luck: The chosen site, an airport for private planes, was the only site that could be made quickly available.

From then on, things moved fast. Milwaukee optioned the property. Its Engineering Department went to work on preliminary development plans and estimates. A new proposal, covering only the Kent site, was prepared for the potential customers. The Operating Department looked at service possibilities, and came up with several major plus-factors. For one thing, the site would be served from a jointly-owned Milwaukee/Union Pacific main line (and UP is now in the process of exercising an option to pick up a half-interest in the improved part of the terminal).

Another service-plus came in connection with the switching which would be possible. Rack cars could be delivered to Kent, unloaded and switched out on a 24-hour-turnaround basis, and all-concerned liked the sound of that kind of equipment utilization.

● **The board comes through.** Now, it was time to consider money. Acquisition and development of the site would be a multi-million-dollar proposition. And Milwaukee's board of directors came through. It authorized purchase of the land last September and approved development in February and April of 1969—even though, at the outset, the road was working with less-than-firm commitments on site use.

Construction began in mid-March at the south end of the site on an unloading facility to be used by Convoy Co. for distribution of one major manufacturer's cars. With this commitment and with work under way, a second major auto-maker came in. Construction was soon begun at the

(Continued on page 66)

SEPTEMBER TRAFFIC POLL

QUESTIONS

1. So far as your own transportation needs are concerned, please rank in order of preference those freight-car design features of greatest value to you.

	1st	2nd	3rd	4th	5th
Greater capacity	25	5	12	17	3
Cushion underframe equipment	30	15	12	4	2
Interior load-restraining devices	27	17	9	7	2
Wide door openings	19	13	13	12	4

2. Do your shipments move by

Box car	64
Covered hopper car	30
Open-top equipment	24
Refrigerator equipment	10
Tank car	23

3. What new types of equipment, or design refinements in present freight cars, do you suggest?

(For replies, see text.)

NOTE: SOME POLL RESPONDENTS DID NOT ANSWER ALL QUESTIONS

Shippers vote for cushioning equipment

Industrial traffic managers say their basic need is to give their shipments a smooth ride.

Freight cars equipped to give lading a smooth ride are, not surprisingly, the No. 1 choice of September Traffic Poll respondents.

One Poll question asked shippers to rank in order of preference freight-car design features of primary value to them. The top two choices of respondents, as the table above indicates, are cushioning equipment and interior load-restraining devices. The former received 30 first-place votes and the latter got 27 first-place votes.

Coming only shortly behind those two as a No. 1 choice of industrial traffic managers are freight cars with greater capacity.

Poll respondents' preferences for cushioning equipment and load-restraining devices were underscored by the fact that each ranked high as a second-place choice among freight-car design features.

Wide door openings received the fewest votes—19—as a first-place choice of the shippers.

● **Preferences unchanged.** The results of the current Poll were remarkably like those of a similar Poll conducted several years ago by Railway Age. Results of the earlier Poll were summarized, at that time, as follows:

"Cushion underframes got 21 first-place votes and 15 second-place mentions. Load-restraining devices came in a strong second with 18 first-place and 14 second-place designations. More often than not, the shipper who ranked cushion underframes of first importance put down load-restraining devices as second—and vice versa."

Thirteen shippers responding to the earlier Poll listed greater capacity as the design feature of greatest importance. Eight were most interested in wide door openings.

● **Improvements wanted.** Shippers responding to the current Poll offered many suggestions for improving the freight-car fleet.

H. T. Jacobson, traffic manager, Bridgeport Brass, Bridgeport, Conn., for example, said: "Many cars presently in service are in very poor condition. They require extensive repairs and they are not safe to load heavy products that weigh 100-300 pounds per cubic foot. Floors in many cars are also in very poor condition. If the present car fleet isn't upgraded, either by repairs to the present fleet, or the installation of new cars, some shippers of heavy products just will not be able to use many of the cars furnished today."

The question of damage to lading was raised by several Poll respondents. Among them was J. A. Rowen, traffic manager, Foremost Foods Co., San

(Continued on page 45)

TWO-AXLE BOX CAR is fitted with Air Pak pneumatic lading protection devices against each of the ends.

Two axles for light loads?

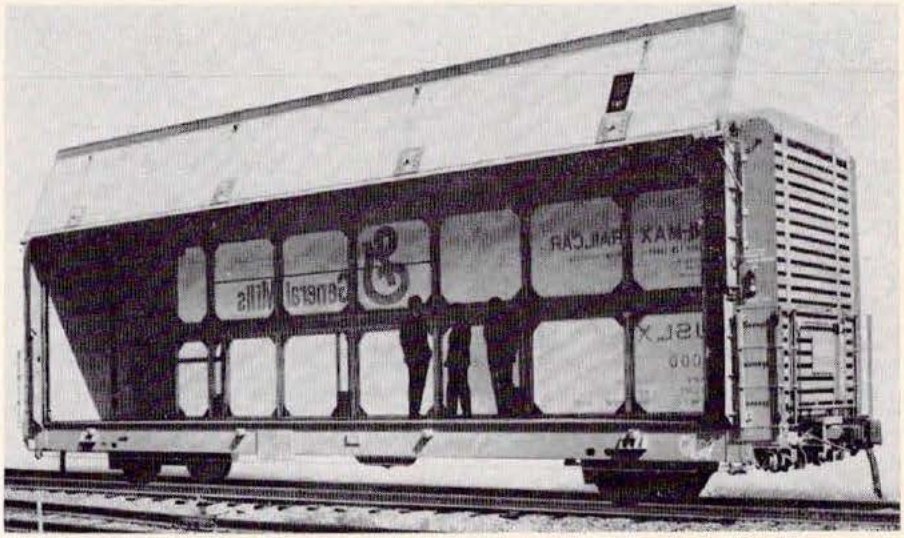
Mini-Max, a joint development, is now being road tested.

The two-axle freight car—designed for lightweight but bulky lading—is getting another try, this time with a major shipper acting as codeveloper and with a carbuilder hoping to start a 100-car production run before the end of the year.

The new car is Mini-Max—a product of U.S. Railway Equipment and General Mills. It's an all-door car, with light weight of 50,000 pounds. Load limit is 60,000 pounds, for a total allowable weight-on-rail of 110,000 pounds.

● **Food products—plus.** General Mills' aim was to develop a car suited to transportation of low-density food products. But, U.S. Railway notes, the car could also be used for movement of a variety of other low-density commodities—including paper specialties, chemicals, detergents, apparel and many household items.

In the past, two-axle designs have been greeted with considerable skepticism. There has been concern about operating speeds, and about consist-mixing of two-axle lightweights with conventional freight equipment. The builder points out, however, that two-axle equipment has been operating in Japan at speeds of 60 to 70 mph with no particular difficulty. And, says U.S. Railway, Mini-Max has been subjected "to a series of impact tests which confirmed its design strength and its ability to withstand even collision-level impacts without suffering damage or permanent deflection."



FULL-LENGTH, lightweight doors make possible opening of entire car side.

On one recent test run, Mini-Max delivered 30,000 pounds of GM's Wheaties with "no lading damage whatsoever." Lading-protection devices used in the car are Air Pak units, installed in each end of the car.

Doors—fabricated of aluminum extrusions with a reinforced fiberglas skin—open to a clear 40-foot, 7½-inch length and 10-foot, 8-inch height. A power wrench is used to open the two-panel doors; a winch, operating on aircraft cord, hoists the full-length panels to roof level to provide the clear loading/unloading opening.

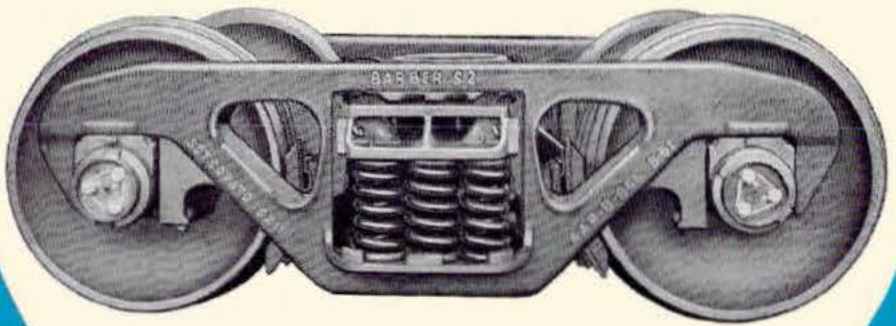
Trucks are Standard Car Truck's single-axle pedestal-type design.

The car floor is urethane-coated steel —left smooth to permit loading/unloading crews to slide pallets or skids in and out of the car.

● **Production and potential.** Production of Mini-Max will probably be based at U.S. Railway's Blue Island, Ill., plant, and perhaps at the builder's Washington, Ind., facility. General Mills is to have first call on the first production run, but U.S. Railway says it can accelerate production to make Mini-Max available to other buyers or lessors.

And the potential market for the car? By the builder's estimate, it could run to 400 units in 1970. ■

Why the name "Barber" on a freight car truck makes it a better buy!



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"Talk to the Man from Barber"

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3464

Shippers vote for cushioning devices

(Continued from page 22)

Francisco, Calif., who called for continuing efforts to improve the damage-free features of cars to minimize loss and damage.

"With the immense loss to carriers and shippers as a result of damage," Rowen continued, "railroads can afford to invest substantial amounts of talent and money in research oriented toward minimizing this aspect of rail shipments. Shippers can help by assuring proper loading procedures are followed.

"However, we, as shippers, are not experts in railroad equipment design or operating rail equipment. We must look to railroad expertise in providing equipment and operating this equipment to minimize damage."

A. N. Glick, assistant general traffic manager, Boyle-Midway, New York, N.Y., wrote: "Impact-absorbing couplers should help in preventing damage to lading due to humping cars, train makeup and starting and stopping. This would also help eliminate shifting of the lading."

● **Other suggestions.** Here is a sampling of comments from respondents to the current Poll:

"We believe individual carriers are aware of their customers' requirements insofar as design is concerned. However, we are concerned with the time involved in getting cars after they have been ordered, and in the quantity ordered."—W. J. Edmonds, director of traffic, Granite City Steel Co., Granite City, Ill.

"Hard to open doors cause considerable trouble—particularly the sliding doors on box cars. Plug doors remain in better shape. We would like to see more all-door cars with sliding doors to open one-half the side of a car at one time."—J. W. Cassell, district traffic manager, Reynolds Metals Co., Sheffield, Ala.

"With one exception, which is peculiar to an inter-plant movement . . . we have no desires for new types of equipment or refinements in existing equipment. In fact, we believe that in recent years too much emphasis has been placed on this type of thinking at the expense of wide-door cushion underframe box cars that can be used freely by the majority of shippers. Once the box car supply is adequate to meet the needs of industry, then thought could be given to the Rube Goldbergs of the nation's railroad car fleet."—Harry W. Deck, general manager, central transportation department, Armstrong Cork Co., Lancaster, Pa. ■

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Circle 20 on coupon page 56

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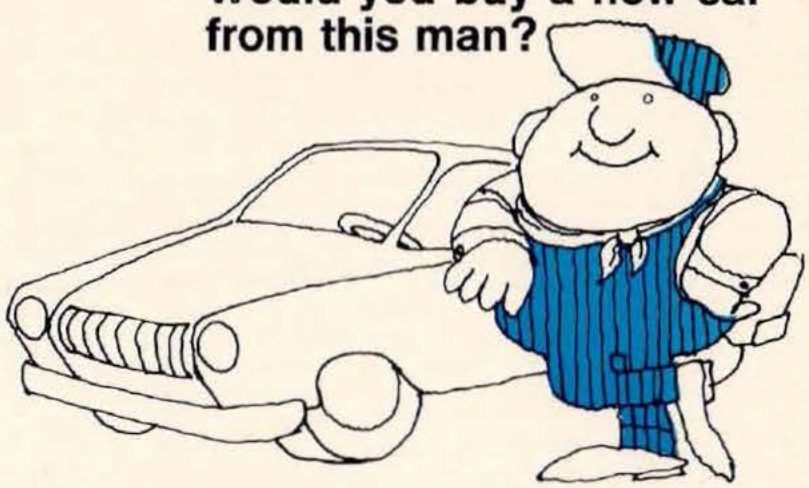


Hardly. Our locomotive engineer's job is to deliver new cars, not sell them. He pilots trainloads of new autos to special distribution centers we've developed in strategic locations. From there they go to the dealer's showroom – and you.

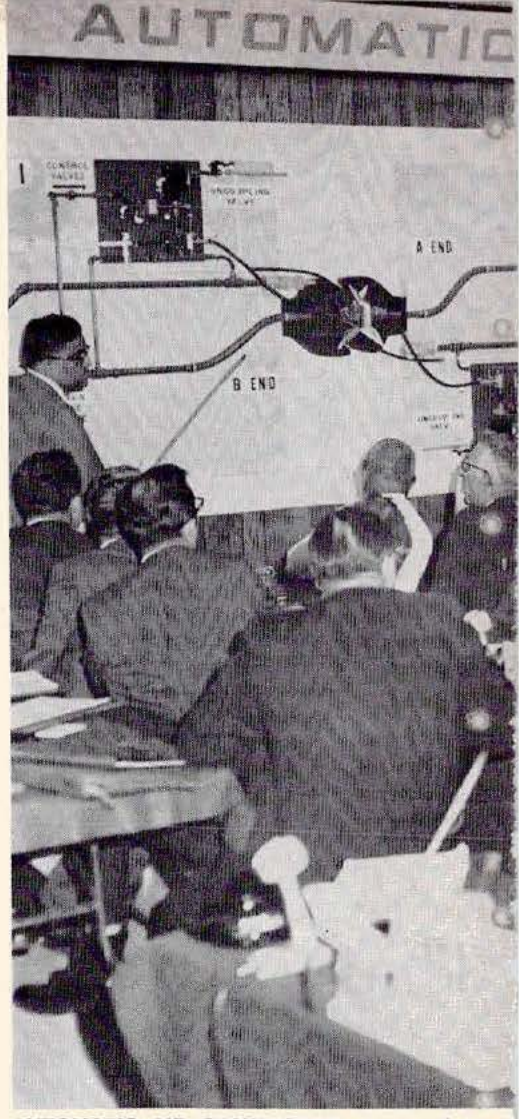
It all adds up to better, faster, cheaper distribution. Maybe your product could use this kind of service. Just call our local salesman. Or, for our Distribution Services Brochure, write: C. R. Zarfoss, Vice President, Merchandise Freight Group, One Charles Center, Baltimore, Maryland 21201.

The C&O/B&O Railroads Cleveland 44101 • Baltimore 21201

Circle 19 on coupon page 56

Is size the sole criterion for rolling stock?

Dresser engineering conference discusses some of the results of recent trends in design of freight cars and car components.



AUTOMATIC AIR CONNECTOR, designed for

The quandaries—financial and technical—which confront the railway industry in the next year and the next decade, are far from resolution. That seemed to be the consensus of the sixth Railroad Engineering Conference sponsored recently by Dresser Transportation Equipment Division at Depew, N.Y.

For two days a group of railway and carbuilder engineers and mechanical officers discussed the impact (literally and figuratively) of today's highspeed, high-tonnage freight operations on rolling stock. More than one speaker even questioned the wisdom of continuing emphasis on equipment and train size —calling attention to the frequent unhappy consequences on the railroads' service and profitability.

Keynoter William B. Johnson, chairman and chief executive officer of Illinois Central, described the current U.S. railway outlook as "not all bad and not all good." He then urged the U.S. Department of Transportation to bring to the attention of the Administration the fact that the railroad industry is in trouble, primarily because of the impact of inflation which, he said, is largely the result of government policies.

Johnson said it is almost imperative that railroads have a freight-rate increase effective Jan. 1 1970, because pending labor negotiations will end in wage increases retroactive to that date.

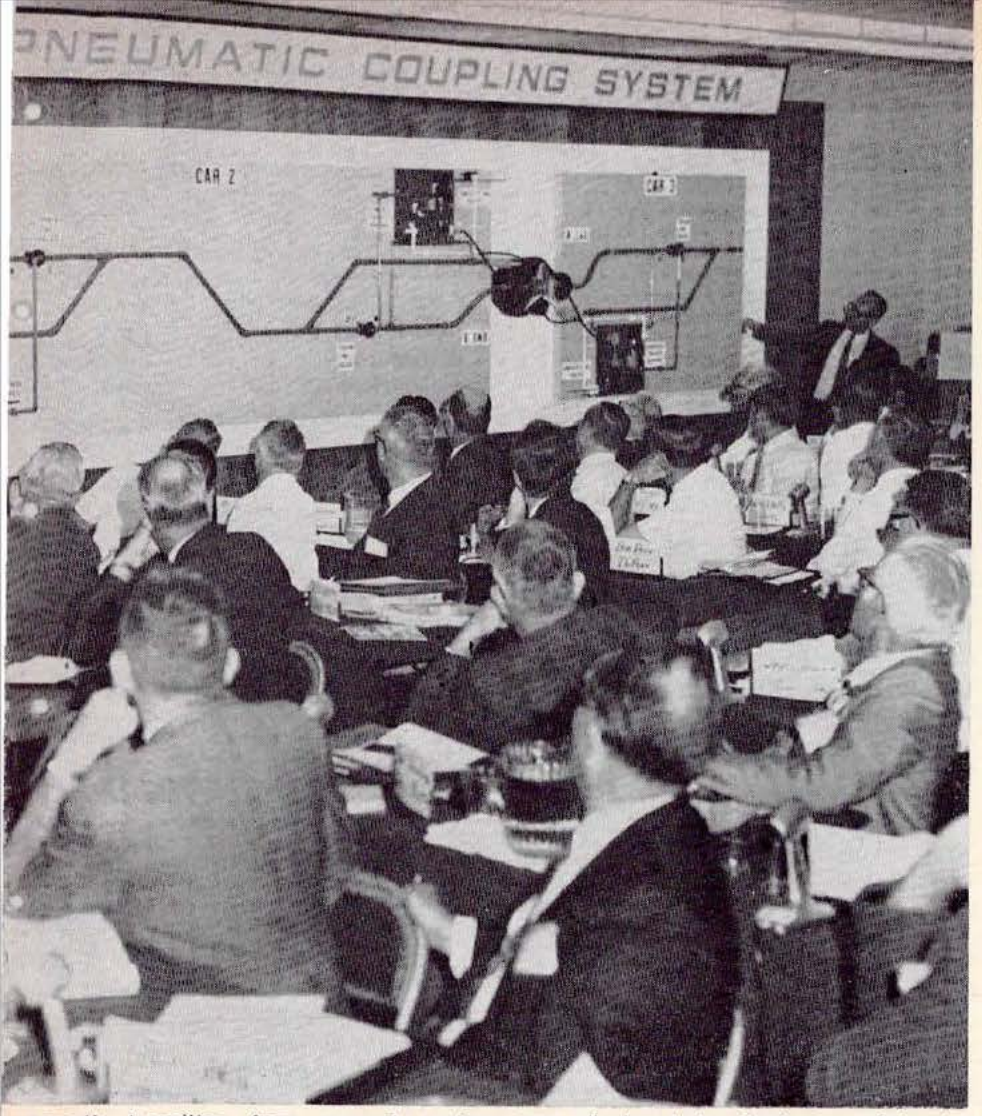
● **Need to spend.** Regulated industry always suffers in inflationary periods, said Johnson, and the government's drive to fight inflation by apparently attempting to "make business worse" has serious impact on high-fixed-cost industries like railroading. Where railroad capital outlays were $1.4 billion last year, they should, according to the IC executive, have been $3 billion and should continue at this level in the years ahead.

National deflationary policy is "tough on badly needed railroad investment," he continued. It not only dries up external sources of capital but makes it difficult for the industry to generate capital internally. And current tax revisions could put a further brake on investment in railway plant.

● **Canadian prototype.** Johnson decried the absence of a national transportation policy in the U.S. He hailed the Canadian government's transportation philosophy which, he said, must serve as a prototype for U.S. legislation and regulation.

During the technical session, the multi-purpose hopper/box car (see page 7) developed by a Canadian carbuilder and the Canadian government in a joint effort to produce a vehicle capable of handling bulk materials in one direction and box-car-type ladings on the back haul was described by P. F. Giesking, assistant to the president—development, of National Steel Car. Giesking also reported on a "free wheeling" experiment being conducted by NSC and a Canadian mining railroad.

In an effort to eliminate the corrugation of curve rails on this heavy-traffic property, NSC cooperated with a number of Canadian suppliers in developing wheelsets in which one wheel is free to rotate on the axle, eliminating the skidding associated with curving of the standard rigidly mounted pair of wheels on an axle. This is accomplished by having the two standard outboard bearings, plus an additional double-



smooth transition from present system, was displayed to Conference delegates

taper roller bearing in an oversize hub of one wheel. Giesking observed that "if reduced resistance of this arrangement would pay for the third bearing, the savings in rail wear could be huge." He reported that tests have shown there is a 30% reduction in drawbar pull with the "free wheeling" arrangement and that tread breaking is not affected adversely.

● **A deficient standard?** The possibility of independently rotating wheels was also suggested by P. V. Garin, assistant chief mechanical officer—engineering, Southern Pacific, as he discussed the needs and shortcomings of present AAR-style freight-car trucks. He reported that British Rail, which used AAR-type trucks on its high-speed Freightliner container cars, has had serious hunting problems—so severe that the trains had to be limited to speeds well below their 75-mph schedules. BR then launched a computer study which showed the instability to be caused by the wheels' conical treads and the poor alignment and excessive clearances existing between truck bolsters and side frames. While the situation has been corrected to a degree, subsequent BR container cars are going to have trucks of a completely different design.

Garin observed that while the parts for present AAR trucks are made to individual specifications, there is no specification for the assembly of these parts and that the AAR Mechanical Division currently has a special group working on this running-gear problem. Garin said it is time for the truck to be designed and tested as a dynamic system, adding that "its apparent simplicity belies an analysis of its performance." Emphasis on the interchangeability and easy replacement of parts, he continued, must not stifle development of improved trucks and he said that this is an area where greater first costs may be easily justifiable.

Several possible resolutions of current running gear problems were suggested. It might be possible, said Garin, to develop a better general-purpose truck for all freight cars. Conversely, it could be preferable to come up with a special truck for special-purpose cars only. This would pose the problem of whether American railroads can justify two basic concepts of freight-car running gear.

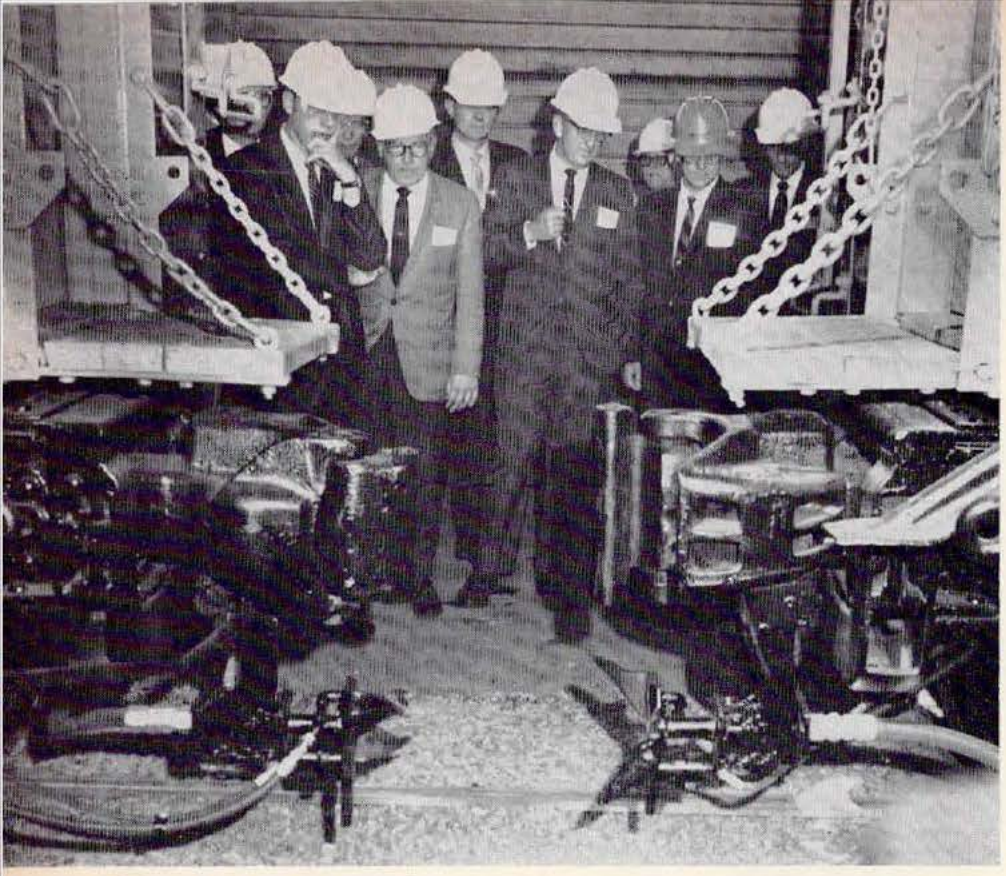
● **Canadian problem.** Canadian National has had a problem with its container cars not unlike that of British Rail. R. W. Radford, CN's chief mechanical and electrical engineer, reported that overcoming the poor lateral and vertical ride of the road's new container cars has made it necessary that they be fitted with special high-speed trucks rather than the AAR-standard design.

CN has utilized constant-contact side bearings on container cars having AAR trucks and has done considerable investigation of wheels with only half the tread taper of the AAR standard design. Ways to overcome the absence of lateral clearance in most roller bearings are also being studied.

Southern experience with the coupling systems of its unit-train coal cars was discussed by Walter W. Simpson, Southern's director of technological development. He pointed out that his road was experiencing lower life in wheels, couplers and knucklers than had originally been estimated. It has not only been necessary to utilize high-strength steels in coupling system components, but it has also proven necessary to replace them annually to assure trouble-free performance. Simpson observed that actually all these problems are manifesting themselves in conventional rolling stock, but are developing more slowly because of the lower utilization achieved with standard cars.

Along with its consideration of problem areas in car design such as trucks, center plates, couplers and suspensions, the Conference considered the broader aspects—the effects of freight-car engineering on the saleability and profitability of the railway's transportation product. J. W. Hawthorne, assistant vice president—equipment, Seaboard Coast Line, observed that as the freight car evolved from the horse-drawn wagon, almost every stage has been marked by undue attention to components with too little attention given the over-all structure.

● **Engineer failures out.** It is practicable, Hawthorne explained, to engineer routine failures out of freight cars for their normal service lives. This goal should characterize all contemporary design efforts. "The repair-free car is within the grasp of today's technology," Hawthorne observed. He pointed to car bolster arrangements; to box car floors, linings and doors; and to doors for hopper cars that should eliminate the failures that take such cars out of service



What is its potential?

Installation of automatic air connectors on two Dresser laboratory cars permitted delegates to view actual coupling and uncoupling during plant tours.

unpredictably. The improvement of what Hawthorne identified as "three minor design features" could, he predicted, make it unnecessary for cars to be taken out of service at regular intervals for preventive maintenance involving air brake components and roller bearings and for reweighing.

Along with their effects on operations, car design features are a major concern of railroad traffic departments. Fred Deines, vice president—traffic, Burlington, warned that "this industry cannot afford too many more expensive cars." He added that "money is the name of the game," and that future cars must generate as much revenue per dollar of investment as those of the past—something which does not characterize many recent units of rolling stock. The cost per new car is up 200% in 15 years while the revenue per car per year is up 26%. What is needed, Deines continued, is not necessarily a "cheap" car, but one that can justify its existence by incorporating new materials and new concepts that will control first cost and allow it to remain in service consistently.

● **The real competitor.** Deines identified private carriage as a major challenge for railroads, noting that it is essential that customers be deterred from acquiring their own truck fleets. Unless railroad profitability can be improved, Deines concluded, there is likelihood that railroads will long be a market for expensive cars.

He hailed the development of the Mini-Max box car (see page 23) as original thinking in the direction that the industry might best take. And, said Deines, he notes for the first time that aggressive railroads are making a real turnaround with their new emphasis on the return on investment in rolling stock.

● **Which to replace?** Southern Pacific's system for deciding on the retirement, rebuilding or replacement of freight cars was described by B. R. R. Whipple, special analyst in SP's Bureau of Transportation Research. The SP computer data bank can be called upon for information needed for the computerized analysis of proposed car acquisitions. Provided with the proper input, the computer can calculate what the cost per ton would be if present traffic moving in existing cars were instead to be handled in new cars. He noted that the factor most difficult to develop is the capital cost of existing cars, explaining that the operating costs of old and new cars can be determined, along with the capital costs of proposed equipment.

"What industry measures its effectiveness by its attrition?" asked J. C. Humbert, vice president—equipment, Illinois Central. With "railroads" as the answer to his rhetorical question, he went on to point out that the industry "should be seeking to grow and not to die." The key, he stated, is for the railroads to become "service oriented," rather than "size oriented." Looming largest in the future of all railroading, Humbert warned, is the customer—and not the biggest cars and the longest trains. He observed that suppliers should design equipment that serves to increase labor productivity while forcing rail managements to run their operations differently. What is needed, according to Humbert, is a freight car that runs more frequently, is lighter in weight, shorter in life, and capable of higher speeds.

● **Price of progress.** Humbert noted that the average American freight car travels 5 more miles per day than its predecessor of 21 years ago and moves only 4 mph faster. He identified as a major engineering problem confronting the industry the tendency to think in terms of car design when the real challenge is profit.

John M. Toller, Missouri Pacific's assistant vice president—transportation, observed that most freight cars are relatively trouble-free for their first three years of service, but that then time- and mileage-basis repairs combine to require shopping at 3- to 4-month intervals with consequent loss of availability. He called for a truck design that would support the weight of the car in some manner in event of journal failure to alleviate the frequent catastrophic consequences of such breakage. He concluded that mechanical functions have important effects on the pace of yard operations, noting that air-hose coupling is the single most protracted operation in yard classification of a typical train.

Dresser displayed an automatic air connector which a century after the development of the standard brake-hose "glad hand," was described as important in achieving increased utilization of freight equipment by speeding many phases of switching. The new connector is designed to work with present knuckle couplers and brake hoses, making possible a smooth and programmed transition to automatic air coupling.

The system has been designed to operate when there is no air on the car and to distinguish between intentional and accidental uncoupling, initiating an emergency brake application when there is unanticipated train parting. Dresser is looking to service test applications for refinement of its new system.

Mechanical coupling of cars is followed first by brake-pipe coupling and then the opening of both angle cocks to permit air flow. A time lag assures mechanical coupling before air begins to pass. ■

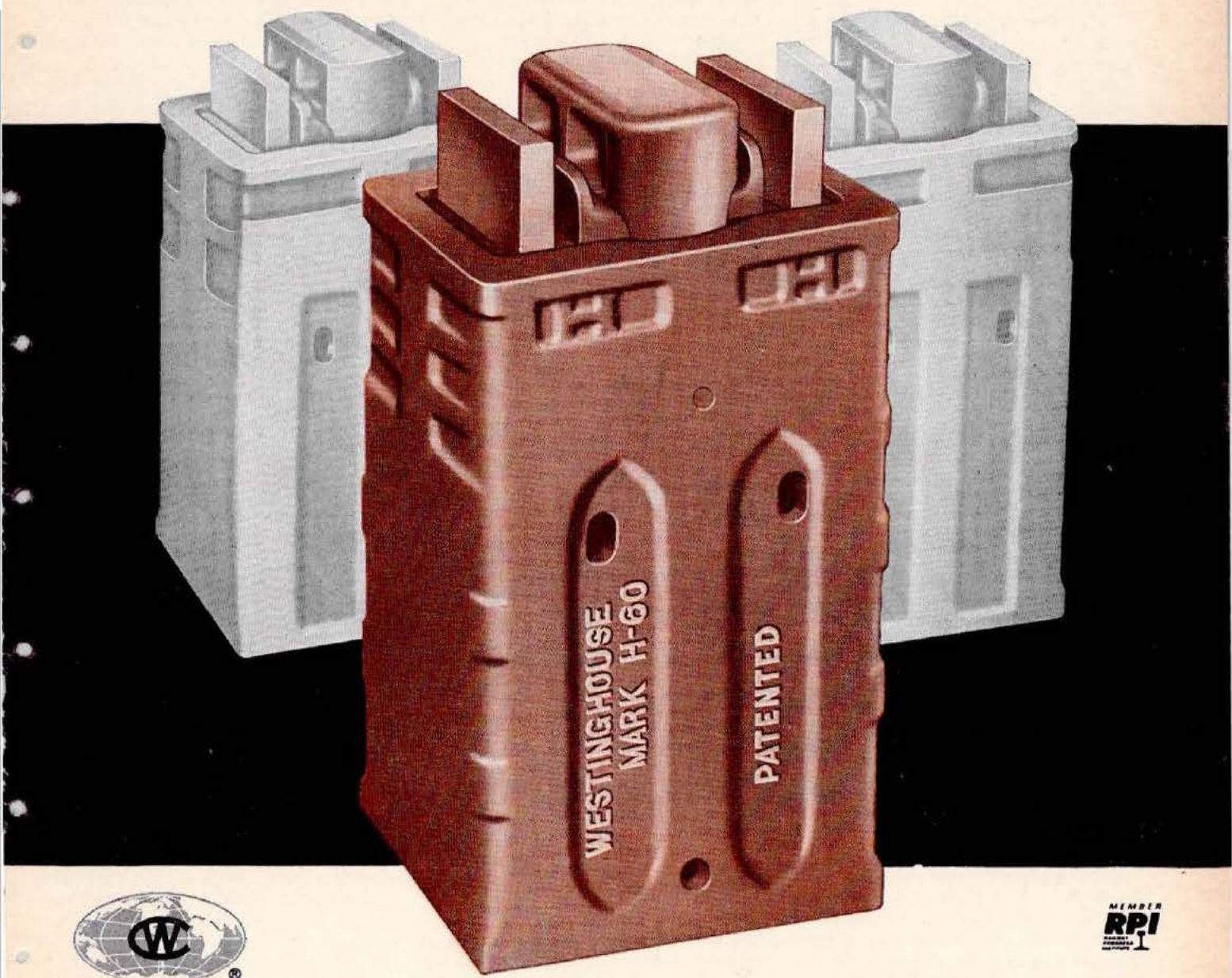
MARK H-60

THE 2-IN-1 GEAR

Six years ago—a challenge—How can one gear be made to do the work of two without an increase in size or travel? In two years, Cardwell Westinghouse Research and Development had the answer—the Mark H-60.

The H-60 has the equivalent energy absorbing capacity of *two* Mark 50 gears. This remarkable achievement in the science of draft gear engineering is accomplished by the addition of a hydraulic booster unit to the normal spring complement. The powerful hydraulic unit supplements the spring resistance to produce the multiplication of total draft gear capacity.

During the four-year period of varying service conditions, the H-60 established a dependable record along with its predecessors—the Mark 50 and Mark R-500. Will meet A.A.R. Specification M-901G. Applicable to all classes of cars with 24⅝ inch pockets. Tomorrow's draft gear is here today—Consider the H-60 as a must for cars 100-ton and over!



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Circle 22 on coupon page 56

Railroad men look at their industry

Railroading's problems—and proposed solutions—get a thorough airing during a month of far-flung professional meetings.

If he had the time, a fellow could have gotten a pretty good education in railroading, this past month—just by hopping from city to city, convention hotel to convention hotel and exhibit to exhibit.

It all started in Chicago, with meetings of the Roadmasters & Maintenance of Way Association and the Bridge & Building Association, and a world conference on track and roadway sponsored by the Railway Systems & Management Association. Then, the AAR Communication & Signal Section took over the spotlight in Montreal, and the four Coordinated Associations did likewise in Chicago. The American Short Line Railroad Association brought its brand of railroading to New York. And last week, the AAR Data Systems Division wound up a busy meeting-month in San Francisco.

● **Exhibits show what's new.** Supplier exhibits accompanied both the C&S Section and Roadmasters Bridge & Building programs. And Santa Fe had its "Progress Train" on a three-city tour, exhibiting its locomotive and train simulator and its coaxial train model in Washington and Chicago, before moving on to Los Angeles.

Coming up next: Two more top-level meetings in early October—the AAR Purchases & Materials Management Division in Chicago, and the National Association of Shippers Advisory Boards in Houston.

Most of this month's sessions followed a common format—working sessions, workshops and discussions of reports, with a frosting of addresses by top people from government, the supply industry and the railroad industry itself. The speeches were heavy with comments on industry problems; the workshops were heavy with comments on how to approach them.

● **Provo's five points.** From Chicago & North Western President Larry S. Provo came one of the most comprehensive attacks on what ails the railroads. Speaking at the Railway Supply Association luncheon in conjunction with the Coordinated Associations meetings, Provo outlined five keys to industry progress:

—Development of a rational rate structure.

—Provision of good equipment and service.

—Abandonment of uneconomic plant and uneconomic operations.

—Elimination of duplicate competing facilities.

—Application of proper techniques of management and marketing.

These, Provo said, were the keys to the rejuvenation of C&NW's suburban passenger service—in which a heavily-losing operation was turned into a winner, to the accompaniment of cheers from the customers. The same keys, North Western's president noted, can be applied to freight service—and they must be applied, because the 1970s will be "much more difficult than the '60s," and the industry will need all the help that can be generated.

● **The engineering challenge.** Earlier, Provo took a turn on the podium at the engineering meetings.

A 19th century plant

Reasons for the decline of railroads in the market "all tie in, one way or another, to the emergence and growth of the other modes of transportation," Provo said. "But one reason, of direct and immediate concern to you, is the fact that our physical plant is still largely the one that was laid down in the 19th century. Much of our efforts, and even agony, comes from utilizing or adjusting this plant to meet 20th century requirements."

Provo's charge to engineering people: "The impact of competition and steadily rising costs makes it imperative that all departments adopt the strongest of disciplines in determining application of expenditures on the basis of priorities of need—and make each dollar stretch further by seasoning it with ingenuity and good judgment."

Another comment on adjusting to change came from Canadian National Vice President E. P. Stephenson. His advice to C&S people: "In your efforts to get better understanding in the present climate, you might consider the desirability of changing your name. 'Communications' and 'signals' both have connotations from a past which is gone forever but leaves you with a language legacy which, I think, has recently become a liability to you and the railways. Perhaps you might be better described as systems engineers, or as the cybernetics department. Whatever you call yourselves, make it convey as accurately as you can what you are and what you do today." These new systems involving C&S men, he said, "are really a new revolution which has to do with substitutes for human sensing capable of being extended indefinitely in space, and substitutes for thought processes."

● **What about equipment?** Over on the mechanical side, Union Pacific's general superintendent-motive power and machinery, D. S. Neuhart, had a few observations on the role of those responsible for railroad property above the rail.

Said Neuhart: "It's my belief that the mechanical department is the key factor in the successful operation of any railroad. Unless the equipment is properly maintained, the operating department cannot efficiently operate the trains, the marketing department has nothing to sell to prospective customers, and the end result is obvious."

Full recognition of problems, Neuhart added, "and complete cooperation, not only among the various departments of individual roads but also between railroads, are top priority if we are to eliminate the adverse image that has been allowed to develop in some areas—and if we are to demonstrate to the public that railroad service is the best investment for the transportation dollar."

Neuhart told the Locomotive Maintenance Officers Association that "utilization of modern technology means more than acquisition of equipment embodying the most advanced improvements. It means application of the knowledge and skills of our trade to every phase of our operations. It means a critical examination of each facility, each maintenance and servicing procedure and each work assignment, followed by unhesitating action in making the changes dictated by our knowledge. This is our job."

● **Government's role.** From Kenneth L. Lawson, senior engineer in DOT's Office of High Speed Ground Transportation, back at the engineering meetings, came another assessment of the kind of cooperative effort that may be ahead—an effort undertaken by the industry and by government.

Lawson talked in particular about research, and the possibility that government may be concentrating on basic research in high-risk areas—"the futuristic options, and so forth"—while

the AAR and others in the industry concentrate on research aimed at immediate or near-term problems.

Lawson cited a number of objectives. One would be to develop the know-how to set up dynamics laboratories where simulation of track conditions can be made in a safe and controlled environment. Another concerns rolling stock: "We'd like to design a freight car so that if one wheel is broken, if one journal is burned off, if any one first catastrophic failure occurs, a general derailment would not necessarily result."

Penn Central President Alfred E. Perlman also had a look at the purposes of research and technology. His comment to engineering officers was this: "We should take pride in what we have accomplished. But much remains to be done. For with the expanding space-age technology which includes the new science of cybernetics, all other forms of transportation, aided by government funds, are making our competitive position more difficult to maintain. This is where your ingenuity is called upon, to help translate the results of the fundamental research generated by the space age into practical applications for the railroad . . . Many people look but they do not see. Many hear but they do not listen. It is not too difficult to see a low joint or a high center, to see track which is out of alignment, or to see a defective rail or a broken angle bar. But the man who is willing to go beyond these duties—to study the new knowledge that the space age has brought us and to adapt this knowledge to better and more efficient maintenance-of-way operations—he will be the man who travels far beyond his present job."

● **Labor and management.** While engineering and mechanical and communications and signal department people were getting both technical and philosophical, the short-line people were lining up a Class I speaking program—presenting AAR President Thomas M. Goodfellow, United Transportation Union President Charles Luna, National Railway Labor Conference Chairman J. P. Hiltz, Jr., and Federal Railway Administrator Reginald N. Whitman.

It was a long time since UTU President Luna had appeared before a management-oriented audience—and he came prepared with an olive branch, in the form of a program which rail management and rail labor could progress jointly.

One of Luna's main themes concerned tax reform—elimination of discriminatory taxation against railroads.

● **Labor looks at policies.** But he also put UTU front-and-center in another battle, with this observation:

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FRANK MALONE

WATCHING WASHINGTON

THEY MUST HAVE SET A RECORD last week for the number of times railroads were mentioned on Capitol Hill. Sen. Vance Hartke (D.-Ind.), chairman of the Senate surface transportation subcommittee, questioned Senators, government representatives and rail presidents in three days of hearings on the passenger dilemma. And in the House—for the fourth time in two weeks—Rep. Brock Adams (D.-Wash.), introduced his bill to give passenger-standards power to ICC. You can have only 25 co-sponsors per introduction. Adam's bill had 77, reguiring four introductions. After the final introduction, the House floor became the scene of a group lamentation over passenger trains.

FORTUNATELY OR NOT FOR RAILS, depending on how you look at it, the Hill word-volume is no measure of forthcoming action. The two apparently realistic proposals considered last week—subsidies for needed service, and a DOT equipment pool for lease to railroads—would require Federal expenditures. Although the Administration says it can spend $994 million for supersonic transport planes, the outlook doesn't appear as bright for rail transport funding.

THERE ARE TWO THINGS that could be done right now without raiding the Treasury. One is to declare a moratorium on discontinuances, especially for last trains between cities. This seemed to appeal to Hartke, who said "We can develop legislation which will receive support from a majority of the Congress." The second thing is to throw the burden back to ICC by giving the Commission quality-jurisdiction. Either way, the main costs would fall on railroads. It seems unlikely, however, that ICC could move quickly, because (1) rails would fight the power-grant in court, and (2) ICC is not equipped to start enforcing passenger standards. But regardless of how they would work out for the passenger situation, these moves would have served their vote-getting purpose for the 1970 elections.

THE ONE THING LEFT that would have only modest cost, because much already is done in FRA and ICC studies, is a final determination of what rail service really is needed. Most legislators admit other proposals are mere thumbs in the dike. Hartke, Warren G. Magnuson (commerce committee chairman), and others say rails must be fit into an over-all transport plan. Brock Adams agrees. The immediate question, as rail men put it last week, is: Who pays for the service rails *must* provide until Congress decides if rails *should* provide it?

"Before we can correct taxation and government transportation policies, we have to have an over-all plan. The UTU plans to help with this. We are now at work on a plan to help develop a national transportation policy which might find responsive ears in Congress . . . We are going to seek bipartisan support in Congress. We do not think the railroads should become less and less in the transportation picture of this nation. We think they should become more and more. And we are devoting ourselves to that principle."

Hiltz devoted much of his comment to merger among rail unions. NRLC's chairman urged "an acceleration of the merger trend in the railroad union field." But, he added, "because of the rivalries which still exist and which in some cases have been intensified, the partial approach that has been taken could be more harmful to the future of the industry than no approach at all. Let me urge a real completion of the consolidations thus far accomplished and those which will come along in the future. Retention of autonomy by the components to a merger does not produce even a partially desirable situation for either management or labor."

● **And what about "image"?** When all was said and done—among R&MWA, B&BA, C&S, RSMA, the four Coordinated Associations, DSD—perhaps it was left to Santa Fe's John C. Davis, for a summing up. Davis, ATSF's vice president-executive, was reflecting upon the results of the "Progress Train" exhibits. He had this comment:

"It was our hope that this display would accomplish one objective—to inform the public and especially those who have the responsibility of enacting legislation and of regulating this industry, that the railroads are neither lethargic nor moribund. From where I stood, I'd say we made some points for our side and yours.

"What bothered me most and what still bothers me is that some of our visitors, particularly the younger ones, seemed unduly surprised at what they saw. Did they envision us as an anachronism managed by robber barons at the top, with clerks in green eyeshades in the offices and with portly characters in brown suits, black shoes and white socks out where the trains are running? I'm afraid too many of them did. But I'm sure we changed some minds. . . In a sense, this example may be a warning to our industry. We cannot dwell only on problems and fail to emphasize our progress and possibilities. Each individual and each company can and should do its part to assure that we project the correct image to those outside the industry—and that we maintain a proper self-image." ■

INDUSTRIAL TRAFFIC

Rhodes C. Berrey, vice president-traffic, **U. S. Gypsum Co.,** has been appointed vice president, transportation and physical distribution.

Frank E. Polom has been appointed executive director of transportation, **Chicago Board of Trade.** Mr. Polom was formerly assistant manager, Transportation Department.

Edwin C. Dickinson has been named general manager and **Joseph A. Modica,** assistant general manager of container freight traffic for **American Export Freight, Inc.,** New York.

Charles W. Kane, traffic manager-rates, **American Smelting & Refining Co.,** promoted to traffic manager, succeeding **George W. Cantwell,** retired after over 48 years with the company. **Paul A. Thormann,** supervisor of rates and routing, succeeds Mr. Kane.

F. Ross Murdock, area manager-production, **Campbell Soup Co.,** Chicago, has been appointed manager-transportation, Chicago plant.

James H. Brennan has been promoted to traffic manager, **Hoover Co.,** succeeding **Frank E. Berrodin,** who retired June 30, after 48 years of service.

Milt Krengiel, general traffic manager, **American Excelsior Corp.,** has been appointed director of transportation, **Oil-Dri Corp. of America,** Chicago.

Joseph M. Benson, general traffic manager, **Hiram Walker & Sons Limited,** Walkerville, Ont., Can., has been appointed distribution manager, North American operations.

John B. Deininger has been named to the new position of senior transportation specialist, **Master Transportation Computing Corp.,** Minneapolis.

Charles E. Blanck, director of traffic, **United States Freight Co.,** New York, has been appointed assistant vice president.

James T. Mahan has been appointed assistant general traffic manager, **Kimbell Grocery Co.,** Fort Worth, Tex. Mr. Mahan formerly served in the Traffic Department, **Ralston Purina Co.**

Stanley O. Holdman, traffic manager—rail, **American Zinc Co.,** St. Louis, Mo., has been promoted to general traffic manager, succeeding **Edward K. Minear,** retired. **Vernon D. Warren** succeeds Mr. Holdman as traffic manager—rail.

Richard K. Volland, assistant traffic manager, **Alton Box Board Co.,** Alton Ill., has been promoted to manager of traffic and transportation, Paperboard Division.

Alex C. Kowalski has been named eastern regional manager of transportation and special accounts, National Accounts Division of **Heublein, Inc.,** at New York.

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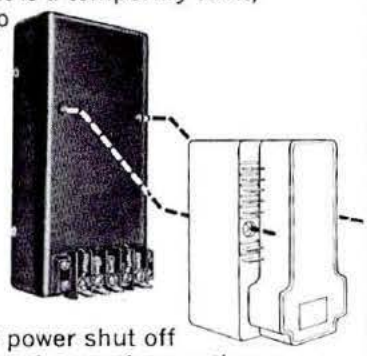

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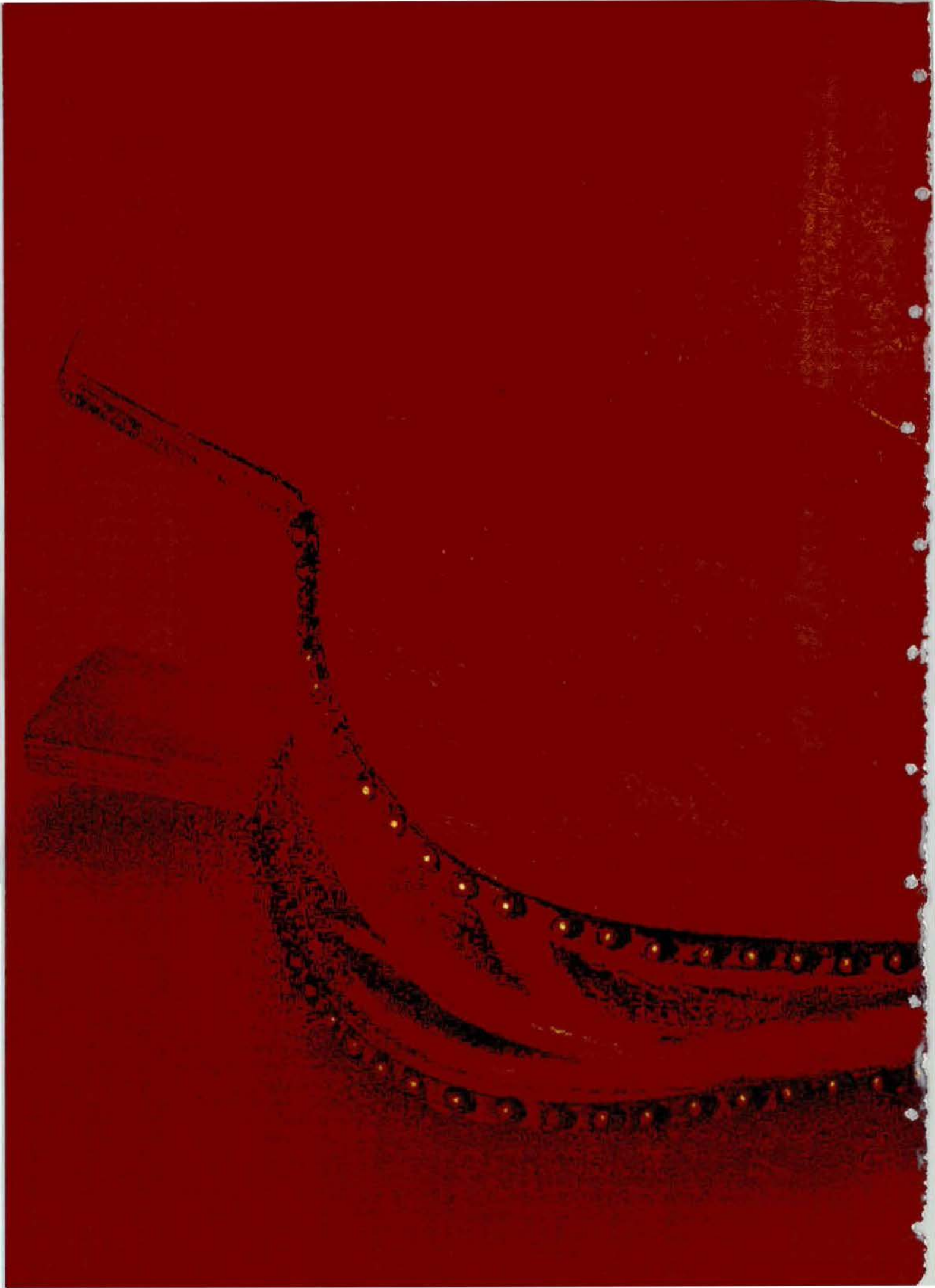

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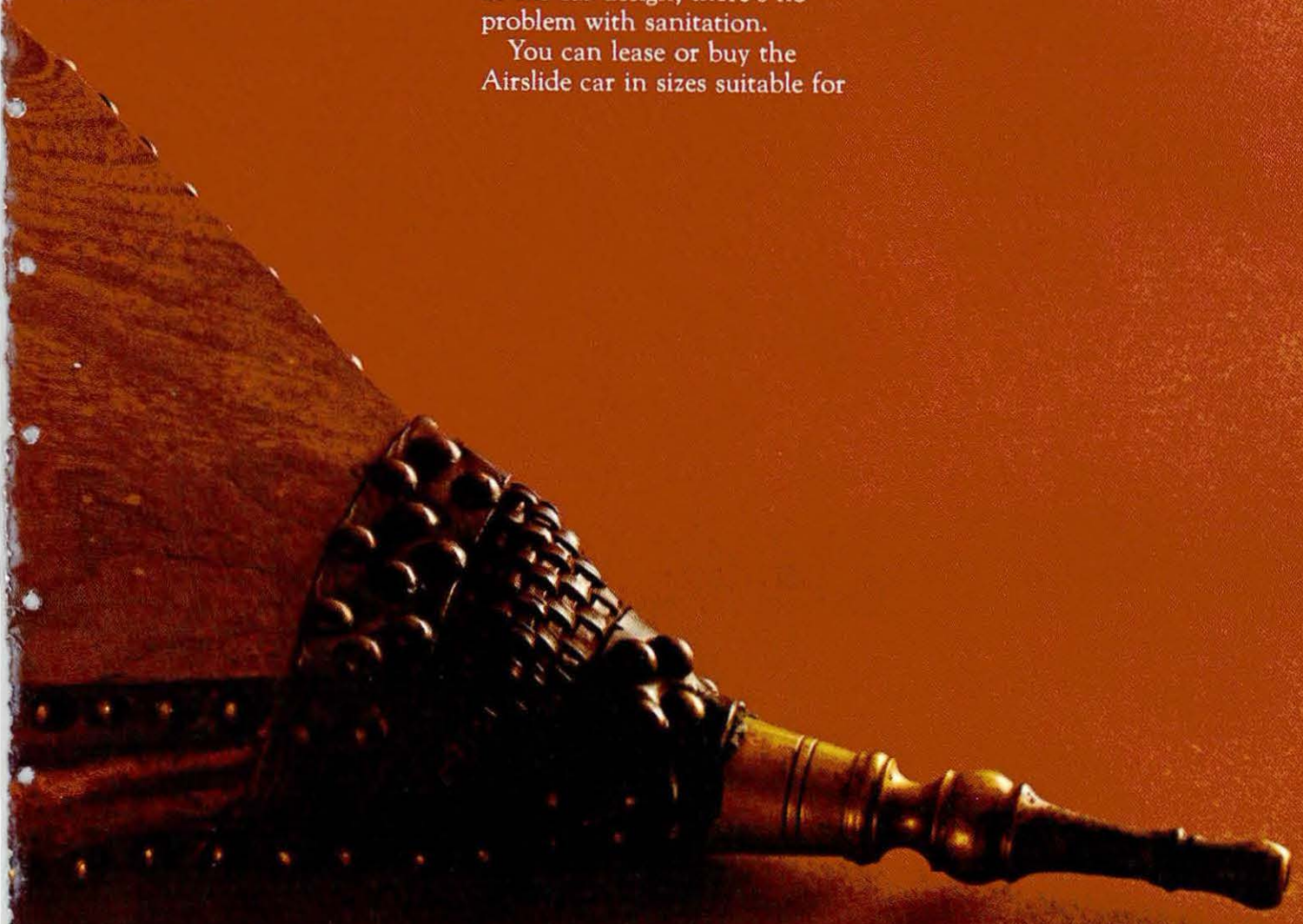

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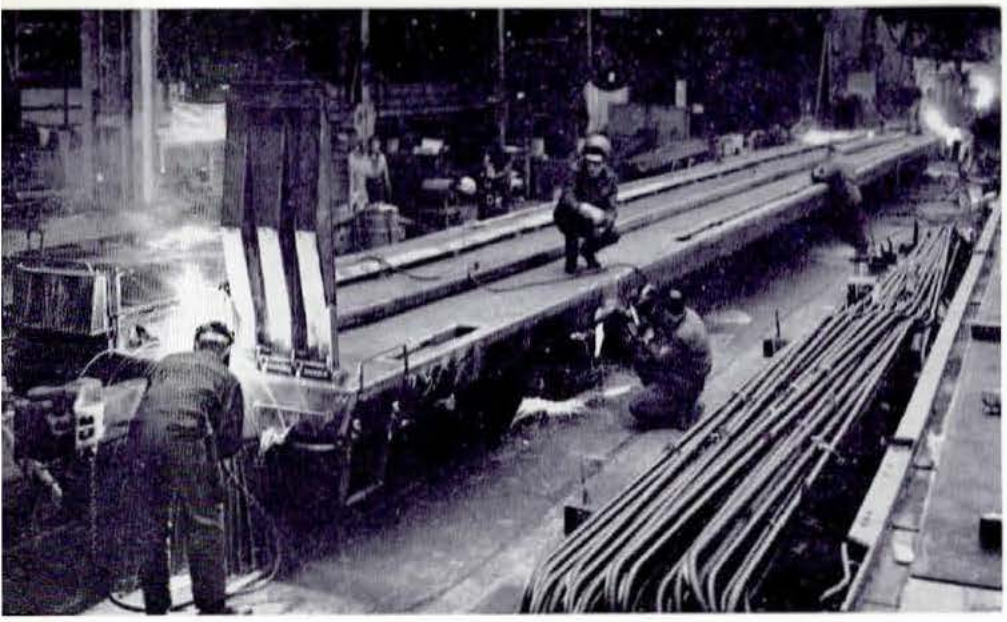

Lightweight structurals cut piggyback-car tare (RA-1)

Lightweight structurals, J&L Junior Channels, have enabled Pullman-Standard to reduce the tare of its all-purpose piggyback car by 1,800 lb. These 12-in., 10.6-lb/ft LAHT sections, available in lengths to 65 ft, are utilized for the side sills of the 89-ft flat cars. The three-piece sill is fabricated from a single 65-ft Junior Channel with 11-ft lengths of 3-in. channel welded to each end. P-S cites the "excellent weldability" of these sections, the reduction in fabrication cost made possible by the extra length, and the reduction in car weight compared with using standard channels for side sills. Junior Channels are produced in three sizes: 12- x 1½-in., 10- x 1-⅛-in. They can be supplied with 0.20% minimum copper content to double resistance to corrosion. *Jones & Laughlin Steel.*

Rack-car signs have better damage resistance (RA-2)

The Empro fiber-glass-reinforced signs are said to be resistant to color fade and deterioration and to have the impact strength to resist damaging effects of flying pebbles and other objects without shattering, denting, or chipping. Color and design are molded into panels, of which the message becomes an integral part. Signs are available up to 4 ft wide and 10 ft long. Thickness range is from 3/32 through 3/16 in. *Kemlite Corp.*

One-man car puller can be used on all cars (RA-3)

The portable, hand-operated Grip-Pull car mover operates on oscillating principle, with no lost strokes in either direction. For up-grade and on-the-level car is pulled toward operator. Cars can also be moved down-grade under retarded and controlled speed. Mover can be used on all rolling stock regardless of wheel position. *The Aldon Co.*

NEW LITERATURE

PLANT LOCATION. Allegheny Power System has issued three booklets covering some 1,000 questions asked by companies investigating and evaluating potential plant sites. The booklets are entitled Transportation Requirements as a Factor in Plant Location; Labor Requirements as a Factor in Plant Location; and Community Requirements as a Factor in Plant Location. The booklets are designed to help site seekers ask the right questions about plant location. Allegheny says its staff of plant location specialists will help those seeking information about any community served by the system in Maryland, Ohio, Pennsylvania, Virginia and West Virginia. (NL-1)

TRAILER AXLES. A new booklet from the Automotive Divisions of North American Rockwell describes trailer axles with capacity of 22,500 to 25,000 lb. (NL-2).

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LETTERS

Pilferage

Detroit, Mich.

To the Editor:

I have just finished reading "Viewpoint" in your Aug. 25 edition and would like to express my deep wishes for some measures to be taken to cut down on the extremely costly pilferage problem. Our firm has many losses stemming from such causes and it results in claims against the railroads which in turn are reflected in our costs each year as rates are raised.

With regard to raising the lock on car doors, I am sure this would at least stop the casual thief and probably cut down on railroad employee pilferage while cars are in switching yards.

Secondly, as mentioned, a higher locking mechanism would make for platform level unlocking of cars which would not only be speedier and less costly but also safer for the men involved. However, most mechanical methods at best only deter the casual thief and will never stop the well planned organized attacks we are witnessing today.

The only feasible solution is to find a method to speed up the movement of cars with a minimum of stopovers. Each time a car sits we have a potential robbery coming up. As you know, most switch yards work fairly well on schedule. Freight for particular customers that is deemed desirable merely waits for the taking.

I hope that, soon, someone can devise such switch methods and stopover techniques to curb some of the problems we are now facing.

Michael D. Conner, Executive Manager
Detroit Shippers Co-operative Association

Birmingham, Mich.

To the Editor:

The solution advanced in "Viewpoint" in the August 25 issue appears to be a sound idea. In discussing the matter with our people they felt that the relocation of the latch to around the middle of the door would be of assistance to the people in opening the door for unloading.

We believe this proposal is worth consideration and that it should be pursued.

L. W. Schultz, Supervisor
Transportation & Traffic
Analysis Section
Ford Motor Company

"Greater research"

Denver, Colo.

To the Editor:

This is in regards to your Viewpoint editorial on page 40 of the June 2 Railway Age. I have been trying to properly digest this article for some weeks but I am having quite a bit of trouble because it keeps sticking in my craw.

You speak of "greater research" involving railroads and suppliers. I do not believe that "greater research" is needed so much as some very slight attempt to use the knowledge that has already been gained. Much of this knowledge has been gained with the supplier picking up more than his share of the tab. Any supplier who develops a product to improve railroad safety becomes involved in a race. It is a race against time in an effort to get your investment back before your patent expires. . . .

M. W. Gieskieng
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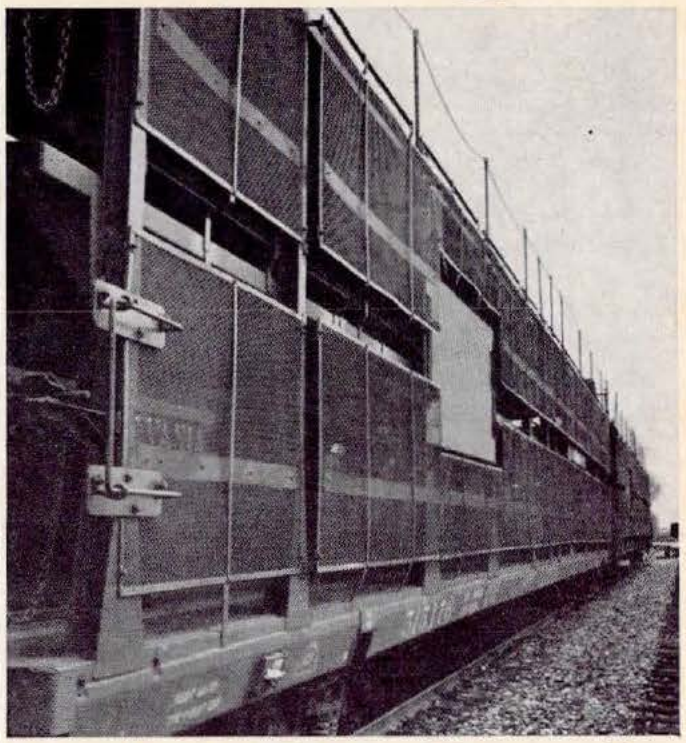

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LUTHER MILLER

AS THE EDITOR SEES IT

WE WILL SOON HAVE MEN ON MARS, studying Martian transportation policy—mark our words. The idea is bound to appeal to President Nixon, with his finely developed sense of what contributes to national prestige; it is not likely to run into opposition at the Department of Transportation, with its passion for studies that are out of this world. But before we start looking for intelligent life on other planets, maybe we should see what can be turned up in Washington. The evidence at hand—as reported in last Wednesday's papers—is far from encouraging.

"NIXON BACKS SST" was the headline on page 1 of our own daily. The chief executive of the world's richest nation—a man dedicated, according to his own campaign speeches, to the pursuit of a sound national transportation policy—has decided to break the sound barrier. Having weighed the priorities, having found the national image still in need of some Glo-Coat, Mr. Nixon has decided to press Congress for an extra $600 million to build a supersonic transport. It does not matter that, in the foreseeable future, the SST cannot operate within the geographical boundaries of the country that is paying for it (the noise levels will be beyond all human endurance). The point is, it will reduce flying time over the Atlantic by two hours ("so we may be stuck in traffic jams for three," grumbled one Congressman). And there's the prestige factor. Total cost: $1.2 billion.

HOW MUCH PRESTIGE can we afford? Didn't the moonshot prove that we can fly faster and farther than anybody, and at greater expense? Does President Nixon know that the Japanese, when *they* had $1.2 billion to invest in transportation, put it into a new rail line that has become the talk of the known universe? Would he agree that Japan proved once and for all that the most lasting prestige comes from the sensible allocation of national resources, to the benefit of the many, not the few?

"RAIL OWNERSHIP BY U.S. SUGGESTED" was the other headline of the week. It appeared on page 92, same edition, same paper. The story described the efforts of a small group of Congressmen to come to grips with the transportation problems of several million people who rarely, if ever, jet to London or to Paris. This story's implications were rather broader and more worrisome than a casual reading suggested. The fact is—and if President Nixon doesn't know it, somebody ought to tell him—that any question of government takeover of a part of our rail system inevitably involves the fate of all of it. History shows us that a slight case of nationalization is like a slight case of terminal cancer.

SO WASHINGTON APPROACHES a non-problem of the air industry (which cannot fill the jets it already has) with a $1.2 billion gift of tax money. It approaches a problem of the railroads with the suggestion that they ought to be taken to the woodshed and nationalized.

THE REAL ISSUE is not the SST. Nor the moonshot. It is, rather, our monstrously muddled sense of national priorities. Railroads don't want, or need, a billion-dollar gift from the federal government. What they do want, and what the national interest demands, is the gift of a common-sense national transportation policy—weighing the requirements of the many against frills for the few.

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PEOPLE IN THE NEWS

CHESAPEAKE & OHIO—BALTIMORE & OHIO.—E. Ray Lichty appointed manager of equipment control, trailer service department, Baltimore. He had been manager—transportation service development, commercial development department, Baltimore.

M. E. Sandridge appointed trainmaster—road foreman of engines, Charlottesville, Va. He was formerly road foreman of engines—assistant trainmaster there.

CHICAGO SOUTH SHORE & SOUTH BEND.—W. F. Sachen named freight traffic manager, sales and service; **M. J. Heinen,** assistant freight traffic manager; **Harold W. Carlson,** general agent, freight sales, all with headquarters in Chicago.

ILLINOIS CENTRAL.—Auburon P. Hauser, retired assistant chief of staff, **Fifth U. S. Army,** Fort Sheridan, Ill., appointed director of training and development, **IC.**

John M. Trissal, vice president-real estate, **IC Industries and Railroad,** retired Sept. 5.

JERSEY CENTRAL.—The following appointments have been announced in the freight traffic department: At New York—**W. C. McCaffrey,** regional and foreign sales manager; **G. J. Kochmar,** district sales manager; and **R. H. Williamson,** district foreign sales manager. At Boston— **E. M. Hoare,** regional sales manager; and **J. A. Truesdale,** district sales manager. At Cleveland— **M. W. Arnold,** regional sales man-

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INTEGRAL TRAIN SYSTEMS contains two implications which *all* executives will do well to ponder. For if the pragmatic use of available technology urged by Kneiling can help such a beleaguered trade as railroading, it can help nonrail industry too. And if serious cost reductions can be made in transport, many business decisions in marketing, material sourcing, and decentralization will be affected. Thus INTEGRAL TRAIN SYSTEMS is all its title says — and more. **$18.95**

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ager, and **L. F. Dister,** district sales manager. Mr. Williamson succeeds **Christian Everson,** retired.

KANSAS CITY SOUTHERN LINES.—W. G. White appointed superintendent of terminals—agent, Port Arthur, Tex., with jurisdiction over Port Arthur and Beaumont Terminals, succeeding **L. R. Gardner,** transferred.

LEHIGH VALLEY.—James E. Martin, general superintendent, elected to the newly created position of vice president—operation, with headquarters remaining at Bethlehem, Pa. Mr. Martin will have responsibility for the transportation, maintenance of equipment and maintenance of way departments and will report directly to **John F. Nash,** president.

MILWAUKEE MOTOR TRANSPORTATION CO.—Lawrence H. Tietz, assistant vice president, elected vice president. Mr. Tietz' successor is **Eugene A. Solvie,** manager of piggyback and container services, who in turn is replaced by **Glen M. Heath,** assistant manager of piggyback and container services. All will continue to have headquarters in Chicago.

READING.—Edward F. Cahill, traveling freight agent, Pittsburgh, Pa., appointed regional sales manager, Dearborn, Mich., succeeding **William R. Herman,** named regional sales manager at Reading, Pa. (RA, Aug. 25, p. 59).

REA EXPRESS.—Wesley M. Coon named vice president—operations, New York; **Edward E. Parkinson,** central regional vice president, Chicago; and **Lonnie R. Howard,** southeastern regional vice president, Atlanta.

ROCK ISLAND.—Jack B. Lewis named district manager-freight sales at RI's newly opened sales agency in Vancouver, B.C., Canada. Mr. Lewis, who was formerly director of transportation, **Fleischmann Malting Co.,** Minneapolis, will serve the provinces of British Columbia and Alberta.

Raymond A. Lesovsky and **John R. O'Connell,** labor relations assistants, named labor relations officers, with headquarters in Chicago.

WESTERN MARYLAND.—W. Raymond Downey, assistant vice president of sales, Pittsburgh, has been elected vice president of sales, Baltimore. He will be in charge of sales, marketing and industrial development.

John Krznaric, western sales manager, Chicago, appointed eastern sales manager, New York, succeeding **E. W. Bardgett,** who retired Aug. 31. **A. D. Redmond,** who has held various positions in the WM's New York office since joining the road in 1952, will succeed Mr. Krznaric on Oct. 1. **J. R. Duffin** has been transferred from Chicago to Baltimore as sales representative, succeeding **L. F. McBee,** resigned.

OBITUARY

Walter Myron English, 78, former superintendent of motive power (1933-44), **Monon,** Lafayette, Ind., died Aug. 27 at Indianapolis. During World War II, Mr. English was a colonel, U.S. Army, and served as superintendent of motive power for all locomotives in the European Theater of Operations for the Military Railway Service.

Clarence W. Nelson, 71, retired general agent, **Canadian National—Grand Trunk,** at San Francisco, died Aug. 19 in Los Angeles, Calif.

T. G. Cocking, 65, vice president and manager, **Santa Maria Valley,** Santa Maria, Calif., died Sept. 10.

Charles La Ferle, 74, honorary president, **Canadian Industrial Traffic League,** died Aug. 23 at Haliburton, Ont.

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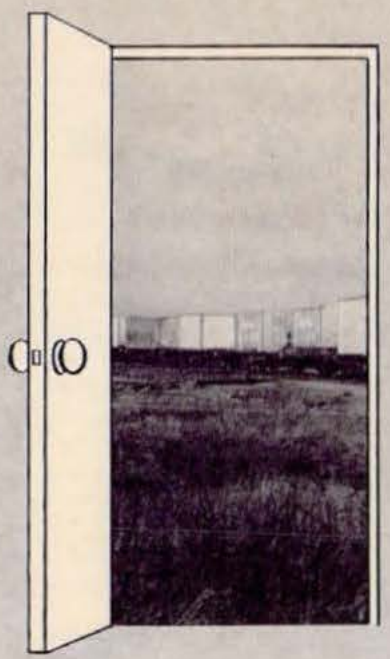

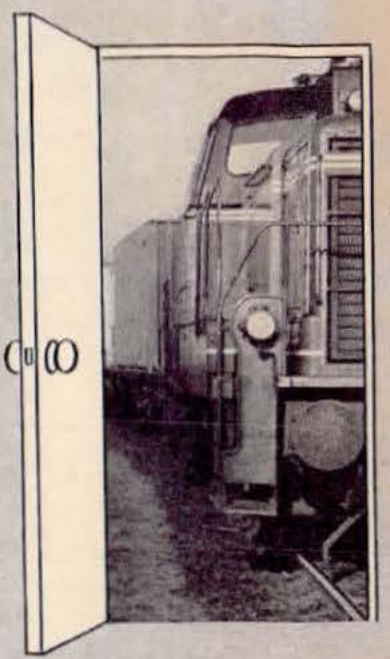

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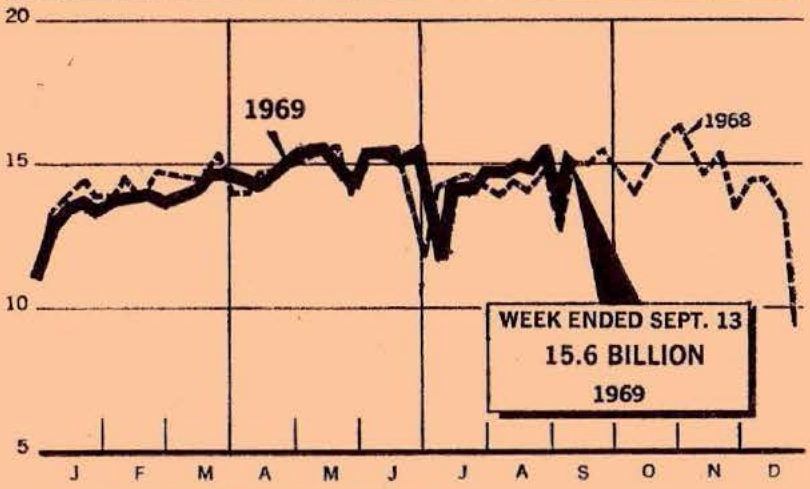
RAIL FREIGHT TRAFFIC TRENDS

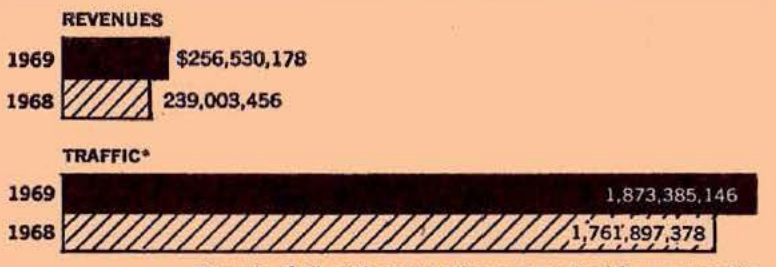
BILLION TON-MILES (Estimated)



Source: Association of American Railroads

TRANSPORTATION REVENUE AND TRAFFIC OF OIL PIPE LINE COMPANIES

(SECOND QUARTER 1969 AND 1968)



*Barrels of oil originated on line and received from connection. Source: Bureau of Accounts, ICC. Compiled from reports of 84 pipe line companies with annual operating revenues exceeding $500,000.

Current Statistics

Net Income, Class I roads	
Six months, 1969	$265,000,000
Six months, 1968	278,000,000
New freight cars on order	
Aug. 1, 1969	51,233
Aug. 1, 1968	16,943
New freight cars delivered	
7 mos., 1969	37,697
7 mos., 1968	34,858
Serviceable cars	
Aug. 1, 1969	1,365,892
Aug. 1, 1968	1,393,000

ESTIMATED 1969 PER-SHARE RESULTS FOR SELECTED RAILROADS

	Market Price 9/4/69	Per Share Results 12 Mos. Ended 6/30/69	Per Share Results 12 Mos. Ended 6/30/68	P/E Ratio based on 12 Mos. 6/30/69	Per Share Results Est. 1969	Per Share Results Report 1968	Per Share Results Report 1967	P/E Ratio on 1969 Est.	Indic. Annual Div.	Current Return
C&O*	60½	$ 6.26	$ 5.71	9.7X	$ 6.00	$ 6.35	$ 6.02	10.1X	$4.00	6.6%
CMStP&P*	22⅛	(4.20)	2.07	—	nil	1.58	1.14	—	nil	—
GN*	45⅞	3.67	3.29	12.5	4.00	3.73	3.24	11.5	3.00	6.5
GM&O* (1)	78½	8.70	8.48	9.0	8.75	8.66	8.45	9.0	4.00	5.1
L&N (1)	80	11.24	8.06	7.1	9.50	9.24	8.03	8.4	5.00	6.3
MP* (1)	73⅝	11.55	11.85	6.4	12.00	12.01	16.94	6.1	5.00	6.8
N&W*	88⅜	9.47	n.a.	9.3	9.00	8.47	7.80	9.8	6.00	6.8
fully converted (2)	88⅜	8.37	n.a.	10.6	7.98	7.83	7.75	11.1	6.00	6.8
NP*	44½	4.35	4.79	10.2	4.40	4.69	4.01	10.1	2.60	5.8
PENN CENTRAL*	42	3.31	3.31	12.7	3.75	3.91	3.08	11.2	2.40	5.7
StL-SF*	41¾	5.28	4.99	7.9	5.25	5.04	4.80	8.0	2.40	5.7
SP*	33¾	3.98	3.72	8.5	4.25	3.96	3.33	7.9	1.80	5.3
SOUTHERN*	46⅛	6.36	5.99	7.3	6.25	5.98	5.59	7.4	3.00	6.5
WM*	28¼	2.38	2.83	11.9	2.30	2.30	2.82	11.8	1.60	5.7
WP* (1)	28⅜	1.98	2.22	14.3	2.25	3.05	2.44	12.6	1.65	5.8

* Consolidated.
(1) Including extraordinary items.
(2) Includes conversion of Dereco shares; Erie Lackawanna income bonds; N&W debentures; and Wabash stock.
n.a.—Not available.
Source: Research Dept., Shearson, Hammill & Co. Inc.

MARKET OUTLOOK

CARLOADINGS

Loadings of revenue freight in the week ended Sept. 20 totaled 589,918 cars, the Association of American Railroads announced on Sept. 25. This was an increase of 3,026 cars, or 0.5%, compared with the previous week; an increase of 4,293 cars, or 0.7%, compared with the corresponding week last year; and an increase of 20,615 cars, or 3.6%, compared with the equivalent 1967 week. Ton-miles generated by carloadings in the week ended Sept. 20 are estimated at 15.7 billion, an increase of 4.7% above the corresponding week of 1968, and 9.7% above the 1967 week.

REVENUE FREIGHT CARLOADINGS

Commodity	Sept. 13 week	Preceding week	Per cent change
Grain	26,418	23,330	+13.2
Farm products	12,892	11,675	+10.4
Metallic ores	58,530	54,082	+ 8.2
Coal	106,341	89,258	+19.1
Crushed stone, gravel & sand	34,290	28,580	+20.0
Nonmetallic minerals	11,298	9,520	+18.7
Grain mill products	21,635	17,296	+25.1
Food & kindred products	26,351	22,003	+19.8
Primary forest products	25,582	21,164	+20.9
Lumber & wood products (except furniture)	16,377	13,301	+23.1
Pulp, paper & allied products	25,520	21,121	+20.8
Chemicals & allied products	27,338	23,876	+14.5
Petroleum products	11,789	9,845	+19.7
Stone, clay & glass products	22,839	20,006	+14.2
Coke	8,579	7,673	+11.8
Metals & products	28,009	25,375	+10.4
Motor vehicles & equipment	24,984	19,472	+28.3
Waste & scrap materials	15,922	12,624	+26.1
Forwarder & shipper assn. traffic	8,030	6,860	+17.1
All other carloads	72,263	59,891	+20.7
LCL traffic	1,905	1,447	+31.7
Total cars loaded	586,892	498,399	+17.8

CUMULATIVE TOTAL, 37 WEEKS	1969	1968	1967
	19,856,478	19,997,888	19,824,823

PIGGYBACK CARLOADINGS

U.S. piggyback loadings for the week ended Sept. 13 totaled 26,291 cars, carrying 44,035 trailers, compared with 27,926 cars, carrying 46,527 trailers, in the corresponding 1968 week. Loadings for 1969 up to Sept. 13 totaled 947,774 cars, carrying 1,554,845 trailers, compared with 937,691 cars, carrying 1,524,448 trailers, in the corresponding period of 1968.

IN CANADA

Cumulative	Revenue Cars Loaded	Total cars Rec'd. from Connections
Aug. 31, 1969	2,378,116	812,143
Aug. 31, 1968	2,477,950	822,721

FREIGHT-TRAIN CARS

● *Louisville & Nashville.*—Directors have authorized the purchase of 1,794 new freight cars and the rebuilding of 1,300 other cars. New cars to be bought include 800 box cars, 550 hopper cars, 22 100-ton Airslide covered hopper cars, 10 7,000-cu-ft-capacity woodchip hopper cars, 350 side discharge gate hopper cars, and 62 100-ton bulkhead flat cars.

● *Penn Central.*—Has ordered 1,365 new freight cars from its own shops at an approximate cost of $27.2 million. Orders were placed as follows: Samuel Rea Shop—400 4,700-cu-ft-capacity covered hoppers for carrying up to 100 tons of bulk commodities, and 300 heavy-duty, 100-ton covered gondola cars; East Rochester, N.Y., shops—500 100-ton cars with lift-off covers for hauling coiled steel, and 165 cushion-underframe, 50-ft, 70-ton box cars. All cars are to be in service by the end of 1969.

● *Southern.*—Has ordered 600 Center-Flow covered hopper cars from ACF at an approximate cost of $9.1 million. The cars —each with 4,000-cu-ft capacity and equipped with 100-ton roller bearing trucks—are to be delivered in the second half of 1970. They will have continuous hatches and three gravity outlets.

● *Trailer Train.*—Ordered an additional 83 89-ft, 4-in. standard-level cars from Bethlehem Steel. This brings TTX purchases of new cars since Jan. 1 to 4,690. As of Sept. 16, TTX had 53,219 cars in service or on order.

MAINTENANCE EXPENDITURES

● *Second Quarter of 1969 up 5.5% above second quarter of 1968.* —Expenditures by Class I roads for maintenance of equipment, way and structures in the second quarter of 1969 were up about $46 million, compared with the second quarter of 1968, according to report of AAR Economics & Finance Department, summarized below.

	Second Quarter 1969	1968	% Change
Maintenance of way and structures	$381,962,039	$358,286,920	+6.6
Maintenance of equipment	497,955,385	475,396,461	+4.7
Totals	879,917,424	833,683,381	+5.5

PASSENGER-TRAIN CARS

● *Erie Lackawanna.*—Pullman-Standard will build an additional 75 aluminum, air-conditioned, 85-ft commuter cars at a cost of $12.5 million for the New Jersey Transportation Department, which will lease them to the Erie Lackawanna. An earlier order was placed for 30 cars (RA, Aug. 11, p. 33). Delivery of all 105 cars will be completed within two years.

YOU OUGHT TO KNOW

World Bank's rail loans total $1.85 billion

The World Bank reports that its loans for transportation development now add up to $4.495 billion—of which 40%, or $1.85 billion, was for railway construction and modernization. Highway loans have totaled $2.04 billion. Biggest rail borrower has been India, which has received loans totaling $575 million. The Bank also helped to finance construction of Japan's New Tokaido Line between Tokyo and Osaka.

NARUC schedules session on passenger service

A blue-ribbon panel will explore the future of railroad passenger service at the 81st annual convention of the National Association of Regulatory Utility Commissioners (NARUC) in Denver Oct. 6-9. Participants include Senator Warren G. Magnuson (D.-Wash.), chairman of the Senate Commerce Committee; ICC Chairman Virginia Mae Brown; James A. Washington, general counsel, Department of Transportation; Thomas M. Goodfellow, president, Association of American Railroads; and George E. Leighty, chairman, Railway Labor Executives' Association.

Union Pacific participates in oil-land bids

The Union Pacific has a 15% participation in apparent high bids, totaling $60,963,410, for six Alaskan North Slope oil tracts, according to Frank E. Barnett, chairman and chief executive officer of the Union Pacific Railroad Co. and its parent company, Union Pacific Corp. The railroad's bid participation is $9,144,511. The railroad's interest is held by its wholly-owned subsidiary, Union Pacific Resources Corp.

"Flying Scotsman" arrives for U. S. tour

The 100-ton, coal-burning "Flying Scotsman," built in Doncaster, England, 47 years ago, arrives in Boston this week for a 2,200-mile tour of the U.S. The famous engine will haul a nine-car train housing a British-American trade exhibition. The train will be on display in Boston Oct. 8-11; Hartford, Conn., Oct. 12; New York, Oct. 15-18; Philadelphia, Oct. 19-23; Baltimore, Oct. 24-25; Washington, Oct. 26-28; Atlanta, Oct. 31-Nov. 2; Birmingham, Ala, Nov. 3; Vicksburg, Miss., Nov. 4; Shreveport, La., Nov. 4; Dallas, Tex., Nov. 6-9; and Houston, Nov. 11-15. About 10,000 gallons of water will be pumped into the two tenders of the "Flying Scotsman" every 175 miles along the route by local fire companies. At 300-mile intervals, anthracite coal will be shoveled aboard by hand.

Northern Pacific starts work on a new railroad

Northern Pacific has started its first train west from the tiny farmtown of Mesa, Wash. It was a work train—and its task was to begin laying track on a 55-mile line from Mesa to Mattawa, Wash., across what's described as "potentially the best farmland in the Columbia Basin irrigation project." The line will cost about $6 million. NP expects to have it in service next summer. And by NP's reckoning, it will be the longest new piece of railroad built in the West in more than fifty years.

CSS&SB asks service cut, to cut losses

Chicago South Shore & South Bend is asking the ICC to approve passenger-service cuts which will enable the road "to obtain partial relief from the tremendous financial burden caused by subsidizing unprofitable service and to preserve equipment for maximum use during rush hours." CSS&SB backs its plea with a series of red-ink figures—indicating that the road has suffered losses of more than $6 million in the past two decades, almost $2 million in the past five years, and $388,000 in the first six months of 1969 from passenger operations. The first-half loss this year was reported as the largest passenger loss ever suffered during any six-month period.

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Bruce O. Breon
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SUPPLY TRADE

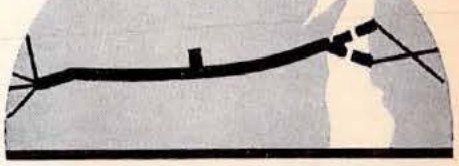
John B. Gardner, chief engineer, **Kerite Co.,** Seymour, Conn., has been elected vice president of engineering. **David S. Porter,** factory production manager, has been elected vice president of manufacturing.

Sydney W. Freeman, vice president in charge of engineering, **General Railway Signal Co.,** has been appointed senior vice president. Mr. Freeman will be responsible for the company's advance planning to ensure its continued technological leadership in the transportation control field.

Bruce O. Breon has been elected a director of **Keystone Industries, Inc.,** and named president of the **Keystone Railway Equipment Company Division. Terrey V. Hawthorne** has been appointed vice president, **Keystone Railway Equipment Co.**

Environmental Container Corp., San Jose, Calif., entered the container market in August and will provide research, consulting, design, engineering, manufacturing and marketing services under one management. **Daniel J. Barry** is president and **Louis A. Molinari** is executive vice president and treasurer of the company which will manufacture and market containers, provide transportation management support services and provide container system research and development. **John M. Lynch,** vice president of technical sciences, heads a staff of engineers.

Save a day the Green Bay Way!



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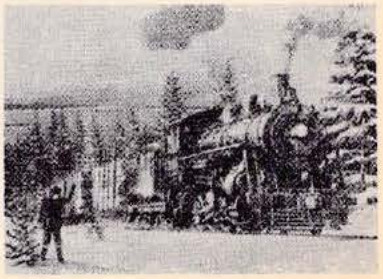

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Circle 30 on coupon page 56

The yard that teamwork built

(Continued from page 21)

north end of the terminal, where Transport Storage & Distributing Co. would be operating.

Throughout the negotiations, UP was kept informed of progress, and UP people participated in talks, with the automobile companies at various times. It was agreed, however, that development would be simplified if it were carried on by one company rather than by two. And so UP also agreed to delay exercise of its option until the project was well along.

● **How the teamwork worked.** Through much of the development period, Milwaukee's vice president-real estate and industrial development, Edward J. Stoll, was a long-haul commuter—shuttling back and forth between Seattle and Chicago and Detroit. With him on a number of occasions was the man who could tell the customers what kind of service they would get—L. V. Anderson, assistant vice president-operation and general manager.

And to B. J. Worley, vice president-chief engineer, went the task of delivering the terminal itself, on-time. K. E. Hornung was assigned as project coordinator, B. E. Daniels as project engineer—and they got the job done. There were problems—with a power-transmission line and a high-pressure gas pipeline on the property and with improvement of access to the site. But Milwaukee met its timetable. New cars began arriving in the yard in mid-August, and by Labor Day the facility was in full operation.

● **Ideal layout.** From a layout standpoint, the long-and-narrow airport property turned out to be ideal. Milwaukee was able to install a double-ended yard, with six unloading tracks at each end. Two set-out tracks were provided adjacent to the Milwaukee/UP main line, with a third set-out track positioned alongside the classification tracks in the center of the facility (see layout map on page 20).

In all, Milwaukee laid seven miles of track—most of it with relay rail lifted from a Chicago suburban line, transported to the Kent area and panelized. Two 55-foot ramps have been installed at each set of unloading tracks. The south-end tracks have been equipped with a traveling monorail crane for use in unloading saddleback truck shipments.

Each marshaling area will have servicing facilities for the haulaway rigs, as well as for automobile pre-delivery servicing. Ground storage space will handle 2,450 vehicles. Distribution from Kent will cover an area north to the Canadian border, south to Chehalis, Wash., and east as far as Ellensburg, Wash.

So far as Ed Stoll is concerned, the development at Kent came close to being picture-perfect in its execution. Industrial-development people are a patient lot, out of necessity—because more often than not, major projects can be delayed, snagged, held-up and problem-racked at any number of points along the line. The Kent project, by contrast, was a smooth operation, logically and speedily progressed. His comment, delivered with a sigh of satisfaction: "I've never seen a project of such magnitude go forward so rapidly."

And is Milwaukee looking forward to new developments in the auto-handling business, even as it opens the Kent rack-car complex? Indeed it is. One track has been set aside, with ample open space provided, for unloading from side-loading Vert-A-Pac automobile carriers. ■

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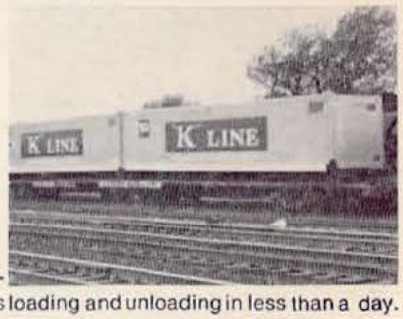

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VIEWPOINT

Time to abolish state regulation?

Railroad men often complain about over-regulation. The facts they can cite make a strong case. It has been "proved" over and over again. The trouble is, frequently, that proposed solutions are ad hoc, fragmentary and perhaps even too specific in nature.

Soo Line President Leonard H. Murray has a new idea—new, at least, in the context of current and recent events. Murray's proposal: Abolish state regulation.

His argument has a ring of logic: "Railroads are now largely interstate carriers. They are part of a national transportation system—and I believe that before long they will be part of a national integrated transportation system. The regulatory structure must reflect this evolution. One national regulator ought to be able to protect the public interest, without additional regulation by the 48 mainland states. The time has come to end state regulation of railroads."

Murray is concerned, as many people are, because *all* transportation is facing problems—of congestion, obsolete facilities, high capital requirements which can't be met out of earnings, tremendous encroachments on land, and/or "the flight of dollars required for improvements into areas of investment which promise higher returns." He's concerned, as many people are, that a crisis isn't just coming—it's here. And he's concerned, as many people are, that there's too much doctoring of the effects and not enough surgical attention to the causes of problems.

In the midst of all this, he argues, "we find ourselves in a great contest between federal and state regulators for greater control over the railroads. Our two-level regulatory system seems intent upon removing from the hands of railroad management even more of the discretion which government assumes that managers in other industries will apply. . . . It's altogether possible that, in the process, the industry which the regulators say they seek to help will collapse—and government will be left with much more of a serious national transportation problem than it bargained for."

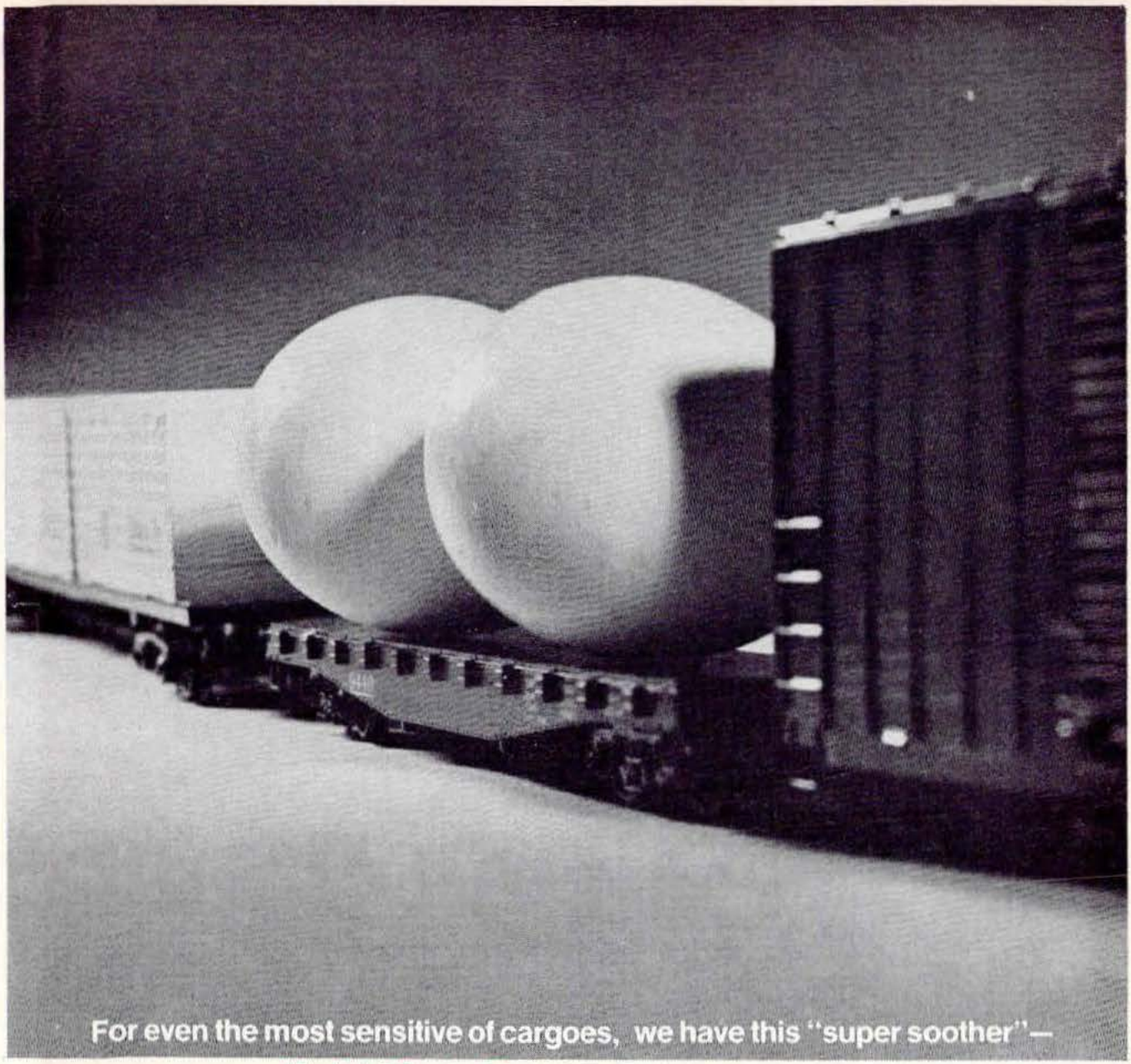
Without much doubt, Soo Line's president has a point. It's probably a valid point. To be sure, it falls in the category of vast ideas—but then again, maybe this is the time for vast ideas. Maybe, as Murray indicates, it's too late for anything else.

NOT EASY—BUT PERHAPS NECESSARY

The mind boggles at what would be involved in eliminating all state regulation. At the outset, there would be constitutional questions. At every step, there would be the power question: Who, willingly, gives up authority? How do you chop down bureaucracy, when its every tendency is to grow and spread and build upon itself?

Leonard Murray is a man trained in the law and experienced in both government and transportation. You seldom find a man with such a background out tilting at windmills—and for that reason, among others, maybe his proposal is not so quixotic (or so downright unreasonable) as it might at first seem.

Over-regulation is a fact. Transport crisis is—or may soon be—a fact. Change in some form is vital, and Murray's is an idea to ponder. Necessity can be the mother of some pretty unlikely children.



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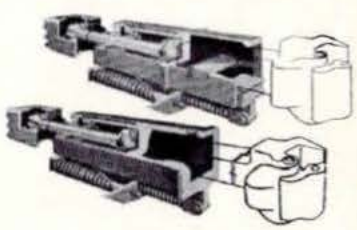

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